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The ILLUSTRATED LONDON NEWS is NINETY YEARS OLD this year

To commemorate this anniversary of illustrated journalism—for The ILLUSTRATED LONDON NEWS was the first newspaper to be published with pictures as its chief object—the 90th BIRTHDAY NUMBER will be a double number, and will be issued on APRIL 30th.

This issue will be twice the usual size, and will be sold at Two Shillings. With this double number will be given a beautiful colourgravure

PRESENTATION PLATE OF H.M. KING GEORGE V.

Drawings and paintings by distinguished artists will also appear.

All those who are able to procure this Number will find therein

A Pageant of Progress which has been made since 1842, a year in which railways and telegraphy were in their infancy, and other present means of transport scarcely existed, save in the dream of inventors. The presentation of such a survey over ninety years will certainly interest very many. As the demand for this issue is bound to be heavy, we advise that you place an early order with your Newsagent.

1842



1932

*The beautiful full
colour cover of the
90th Birthday Issue.*

If you are interested, may we emphasise you should place an order for this April 30th. 90th Birthday issue as speedily as possible, applying either to your regular newsagent, at your bookstall, or to The Publisher, 346, Strand, London, W.C.2.

TWO SHILLINGS

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SATURDAY, APRIL 23, 1932.



FLOWERS PHOTOGRAPHED IN UTTER DARKNESS: A WONDER OF THE INFRA-RED RAYS.

The flowers here shown were photographed when they were invisible to the photographer. The exposure was made with an ordinary camera and lens; but with a specially dyed photographic plate and with the aid of infra-red rays emanating from electric lights which were enclosed in lamp-houses glazed with exceedingly deep-red filters allowing only the infra-red rays to pass. The vase illustrated contains five carnations (three crimson; one white; and one pink); two yellow daffodils; three tulips (pink, mauve, and yellow respectively); one blue iris; and green foliage. All the blooms and the foliage reflected so much infra-red light that very little difference of colour-values is visible in the photograph. As a further note of explanation, it should be added that, obviously,

infra-red rays are not visible to the human eye; and that the ordinary photographic plate or film is sensitive only to violet and blue light, although for a long time dyes have been known and used which have been able to make the photographic emulsion less colour-blind. Within comparatively recent years dyes have been discovered by which it has been possible to make the emulsion sensitive to the invisible infra-red radiation, and recently a new dye has been prepared by the organic chemists in the Ilford Research Laboratories by whose means it is possible to make emulsions much faster to the infra-red than was previously possible. It was by this means that the illustration shown above was secured. A group of people taken in the dark by infra-red rays is given on another page.



By G. K. CHESTERTON.

WHILE the quarrel between Japan and China really threatened to whelm the world in war, perhaps in a few days or a few hours, I did not write very much of it here, for a reason I have often mentioned. I have always tried to avoid an abuse of one-sided controversy on political questions that might be at the moment Party questions; and my own views on that question are doubtless personal and partisan. They are also, no doubt, what is called paradoxical, for I entertain an objection to imperialist filibustering and land-grabbing which seems curiously rare in our universally pacifist Press. Nor do I propose to return to the rights and wrongs of the matter, even now when there is a lull in the actual storm, or menace of storm. But I do believe that all of us, whatever our sympathies, should use such a lull for the larger and more leisured consideration not so much of the quarrel itself, but of the broad historical truths that are its background. The curse of current newspaper-reading is that men hear only the latest news about something that is entirely new to them. If somebody rushed down the street shouting, "It is all settled! Major Nubble of Parson's Green will not play golf to-day," we should be inclined to ask with wonder, perhaps even with impatience, "Who is Major Nubble?" If a loud-speaker proclaimed, like the trump of doom, "The Mayor of Muggleton will wear the brown suit next Sunday, with the blue tie," we should fully realise, in that sort of case, the deplorable fact that we had never heard of the Mayor of Muggleton before. Yet these new topics would really be old topics, compared with some of the new topics of the old civilisations. We do at least understand what is meant by a Major much better than what was meant by a Mandarin, and have a traditional grasp of the true status and significance of a Mayor of Muggleton, which we have not of a Mikado of Japan.

There are several real paradoxes to be noted in the long history of the Far East. For instance, we all say (as it is natural and obvious to say) that Japan is more modern and progressive than China. But in one sense China is much more modern and progressive than Japan. At this point remember, for heaven's sake, that I have not yet asserted that it is a good thing, either for Japan or China, to be modern and progressive. I am merely stating the fact, but stating especially the unfamiliar fact. Now, the fact that is at the back of the whole great Mongol history and civilisation, and is therefore almost entirely ignored by Europeans who mingle in the little Mongol quarrels, is a certain almost primeval institution, prehistoric as well as historic, which may almost be called pure theocracy, or the Divine State. It may be described as the god who is a man. It may be described as the priest who is a king. The Chinese phrase for it was the Son of Heaven. The nearest European phrase for it is the Sacred Emperor. But the word Emperor is really not a translation, but a mistranslation. For it is but the Latin word for a military officer who seized power

beyond his office. The very word Emperor is not only a memory of militarism, but something like a memory of mutiny. Nothing could be more unlike the prehistoric priest whose calm rule reaches back to mythological times; the man whom the Chinese called the Son of Heaven, and we could only call the Emperor of China.

and ideals of equality. On the other hand, industrial management is in its nature despotic, and can therefore work under an ancient despot. There is exactly the same paradox in the comparison between France and Germany as in that between China and Japan. Because France has been a land of peasants, it has been a land of liberal thinkers and political idealists.

Because Germany carried till lately the whole load of military and monarchical pomp, it was able to secure the discipline necessary to industrialism. It is but one step from the feudal system to the factory system. And it is a step that the free peasant has never taken, and never needed to take. When the Kaiser was still a War Lord in shining armour, shaking a mailed fist, the Germany under him was already quite as industrial and mechanical as it is to-day. When the French statesman rises to declare that France still stands for light and reason and the rights of man, France is still standing on the primitive strength of ploughed fields and plain peasant living, as it was in the morning of the world. I am not drawing any moral from this distinction; I am only drawing a distinction, which I wonder has not been more often drawn. The temptation of a peasant country like China is to fall to pieces, through local revolts and an excessive theory of liberty. The temptation of an industrial country like Japan is to hang together, through mere blind and servile obedience like a hive; a discipline inherited from a savage age, but suited exactly to an industrial age. For a farm is for a farmer; that is, for a free man; that is, for a man. But a hive is for bees; and there is not, strictly speaking, any such thing as a bee.

But I am not writing here to enforce my own views about the struggle between the hive and the home. I am merely insisting that men must look back, and take a broader view of humanity and history, before they can either praise or condemn a historical paradox like Japan. The paradox is this: that the country with the new commercial system is the country with the old political system. It has the oldest monarchy and the newest machinery. I am not making it a matter of rebuke; as I say, I am inclined to think it is wiser in keeping its monarch than its machines. But it is a total misunderstanding of the other type of civilisation to suppose that it is not civilised merely because it is divided and disturbed. The whole civilisation of the Mediter-

anean, for instance, was disturbed by incessant civil wars and revolutions throughout the whole period when it was most manifestly the leader of the world. There must have been as much tumult in the one city of Athens as could fill the whole Empire of China. In the time of Miltiades, in the time of Pericles, in the time of Plato, the Greek world was far more furiously disturbed than the Chinese Empire is to-day. I do not doubt that the despotism of Darius or Xerxes over the Persians would have presented much more internal unity and rapid efficiency. And yet . . . and yet, I could never quite bring myself to wish that Europe had lost the Battle of Marathon.

OUR BIRTHDAY NUMBER: NEXT WEEK.

"The Illustrated London News" is Ninety Years Old this Year.

TO commemorate this anniversary of the beginning of illustrated journalism, we are about to issue A DOUBLE NUMBER DEALING WITH OUR NINETIETH BIRTHDAY. This will form our next issue—dated April 30—but it will be twice the usual size and it will be sold at 2/-.

With this Birthday Number will be given A LARGE COLOUR GRAVURE PRESENTATION PLATE OF "HIS MAJESTY KING GEORGE V."; and in it will appear drawings and paintings by distinguished artists, reproduced in colour and in monochrome, as well as authoritative articles by famous writers.

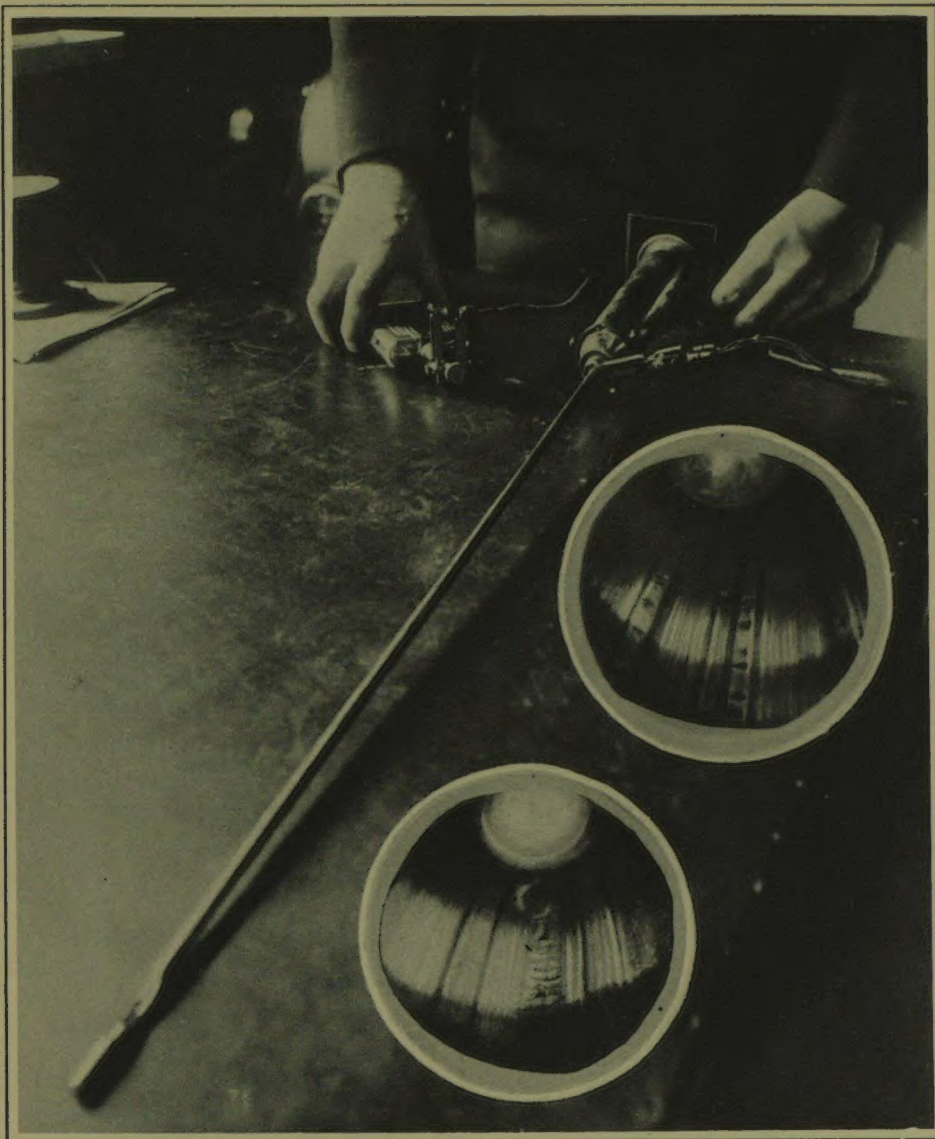
We can boast that, throughout its long life, the pioneer illustrated paper of the world has carried out faithfully and thoroughly the avowed policy of its founder, which was defined as follows in an introductory address in the first number: "Here we make our bow, determined to pursue our great experiment with boldness; to associate its principles with a purity of thought that may secure and hold fast for our journal the fearless patronage of families, to seek in all things to uphold the great cause of public morality, to keep continually before the eyes of the world a living and moving panorama of all its actions and influences."

All those who are able to procure our Ninetieth Birthday Number will find therein a pageant of the progress that has been made since 1842, and ample proof of the fact that the oldest illustrated newspaper has been during the ninety years of its existence what it still is—THE WINDOW THROUGH WHICH YOU MAY LOOK UPON THE WORLD.

Orders should be placed as speedily as possible with newsagent or bookstall, or sent to the Publisher, at 346, Strand, London, W.C.2. As a further reminder, we repeat that the price will be 2/-.

Now, it must be noted that Japan, though described as modern, has kept this ancient mystery of monarchy. China, though described as antiquated, has reformed it into a Republic. And though I am more pro-Chinese than pro-Japanese, I suspect that in this the Japanese have been the wiser—because the more antiquated. The chaos of China, of which many complain, is *not* due to China being more backward and barbaric. It is due to China being more liberal and enlightened. And that again (though this will be called another paradox) is largely due to its being an agricultural and not an industrial State. Peasants are perhaps the only men who are really equal; and wherever they are there will be theories

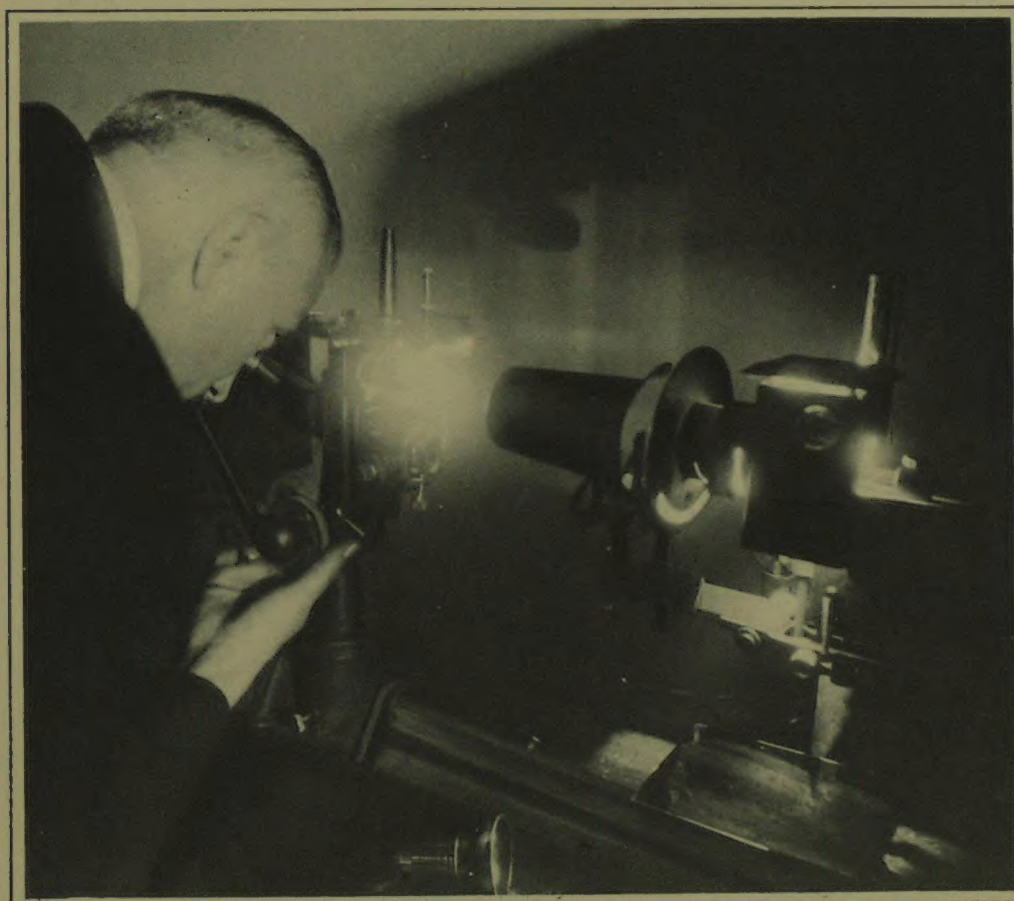
"BERTILLON" DETECTION AS APPLIED TO FIREARMS: IDENTIFYING THE WEAPON FROM THE BULLET.



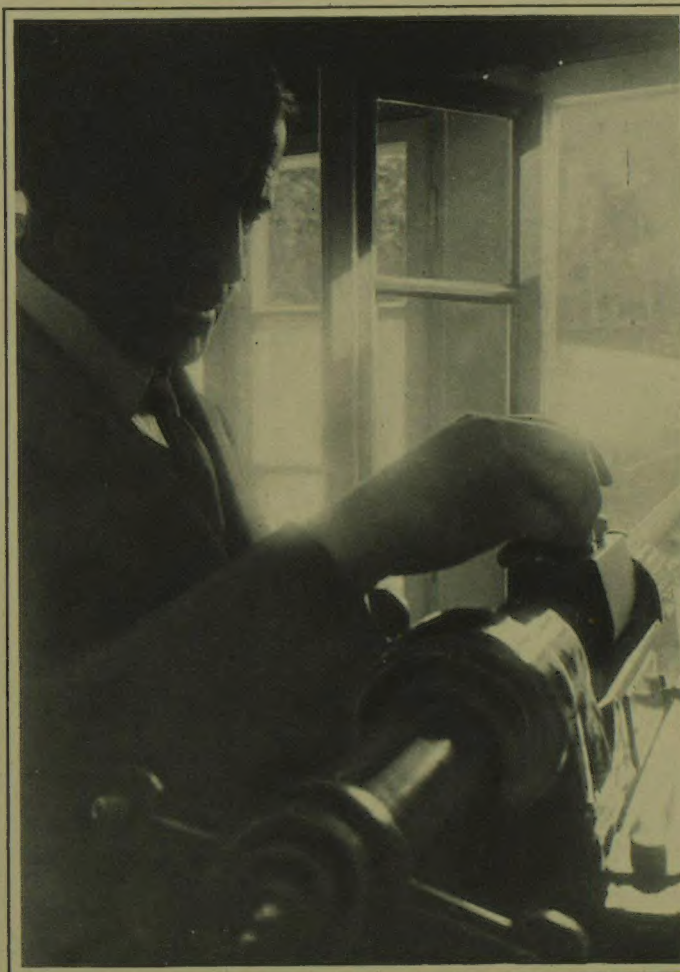
THE 'HALENSSEE' APPARATUS: A LONG THIN TUBE WHICH IS THRUST UP A PISTOL-BARREL AND CARRIES AN OPTICAL ARRANGEMENT ILLUMINATING THE INTERIOR WALLS, WHICH MAY THEN BE PHOTOGRAPHED; AND (INSET) TWO TYPICAL PRINTS OBTAINED.



EXAMINING THE INTERIOR OF A PISTOL WITH THE 'HALENSSEE' APPARATUS: AN EXPERIMENT WHICH, BY CAREFUL SCRUTINY OF THE MARKS ON THE INSIDE WALLS OF THE CYLINDER, HELPS THE EXPERT TO PROVE WHETHER A GIVEN BULLET, LIKEWISE EXAMINED, WAS FIRED FROM THE PISTOL OR NOT.



A MICROSCOPIC EXAMINATION OF A CARTRIDGE-CASE, WHICH CAN ALSO FURNISH IMPORTANT INFORMATION: PREPARING TO DEDUCE, FROM THE MARKS OF PERCUSSION AND SCRATCHES THAT ARE VISIBLE, THE WEAPON WHICH FIRED THE SHOT.



A SPECIAL PROOF-GUN: AN APPARATUS TO MEASURE THE PRESSURE, VELOCITY, AND RECOIL OF THE POWDER-GASES IN A CARTRIDGE AT THE INSTANT OF EXPLOSION.

One of the most remarkable ways in which science has come to the aid of the police in crime detection lies in the application of what may be called the "Bertillon" system to the examination of firearms. Our photographs show some of the methods in use in Germany, where a special establishment has been set up. In crimes where a firearm has been involved and the missile recovered—a sufficiently frequent combination of circumstances—it is possible, and, obviously, of outstanding importance, to determine from an examination of the bullet the weapon that was used. A preliminary scrutiny of the bullet immediately reveals a good deal of information—the size, diameter, and weight narrow the field to

a certain limited class of firearms. Further investigation of the individual peculiarities, both of the bullet and of the interior of a suspected weapon, can be so exact as to prove whether or not the one was fired from the other. Since it is true, in general, that a bullet's diameter is very slightly greater than the bore through which it must pass, the peculiar markings of the cylinder, probably aggravated by previous use, are left "in negative" upon the bullet. Study of the cartridge-case may add corroboration. In addition, a cartridge as similar as possible to that used in the crime is fired from the suspected firearm; if it then bears the same marks as the original missile, there remains no doubt.

CURIOUS PHASES OF THE BURMESE INSURRECTION: MAGIC

AGAINST BULLETS, ANTI-REBEL POSTERS, HOME-MADE GUNS.



NATIVES OF A DISTURBED DISTRICT, WITH BIG SUN-HATS AND UMBRELLAS: BURMESE VILLAGERS WADING A STREAM ON THEIR WAY TO A MILITARY POST TO WATCH A MACHINE-GUN AND RIFLE DEMONSTRATION BY THE GARRISON—VERY EFFECTIVE FOR DAMPING SEDITIOUS ARDOUR. A TYPICAL MILITARY POST, USUALLY OCCUPIED BY TWO PLATOONS OF INDIAN ARMY REGULARS RESPONSIBLE FOR PATROLLING A LARGE DISTURBED AREA: A BUILDING OF BUNGALOW TYPE, WITH BARBED-WIRE DEFENCES.

THESE photographs, taken by an officer of the Indian Army during the Burmese Rebellion, throw some very interesting side-lights on the campaign. They reveal the character of the "enemy," his physical appearance, his home-made weapons, and his superstitious trust in magical charms. They also illustrate propaganda methods adopted by the Government to counteract the spread of sedition and impress the villagers with the power of British arms and the futility of resistance. The insurrection was said to have ended about three months ago. A report of January 12 from Rangoon, for example, stated: "The collapse of the rebellion is illustrated by the news 10-day

(Continued on right below.)



ANTI-REBELLION GOVERNMENT PROPAGANDA BY PICTORIAL POSTER: "MOVING AROUND A CANDLE FLAME"—AN EXAMPLE OF THOSE DISTRIBUTED TO VILLAGES IN DISAFFECTED AREAS



ANOTHER GOVERNMENT POSTER TO DETER SEDITION: "WHICH WAY? TO PROSPERITY OR DEATH?"—A BURMESE WARRIOR'S ALTERNATIVE PROSPECTS—MONEY OR A GIBBET!



A REBEL LEADER, WITH HIS GUN AND IMMENSE SUN-HAT, WHO SURRENDERED TO THE BRITISH FORCES: A FIGURE TYPICAL OF THE "ENEMY COMMAND" IN BURMA.

(Continued.)
that seven rebel leaders in various areas have surrendered. Altogether 6474 rebels have now surrendered. Lately, however, there have been indications of a certain aftermath. In a Reuters message from Rangoon of April 2, we read: "A desperate fight between Burmese rebels and a movable column from Haka,

(Continued below on left.)



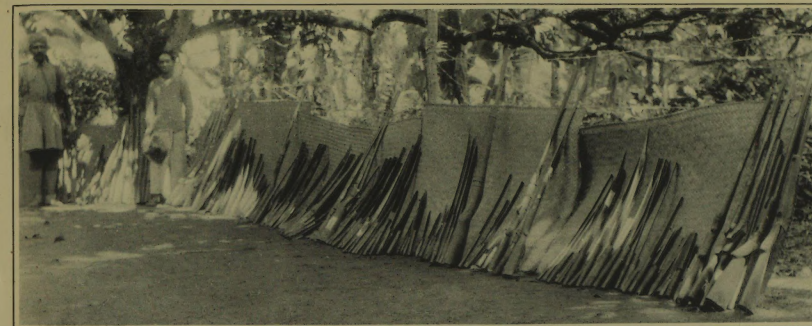
THE GOVERNOR OF BURMA, WHO CONSTANTLY TOURED THE DISTURBED DISTRICTS DURING THE REBELLION, TO CONFER WITH THE MILITARY COMMANDERS AND CIVIL OFFICIALS: SIR CHARLES INNES, WITH LADY INNES, AND MEMBERS OF HIS STAFF.

(Continued.)

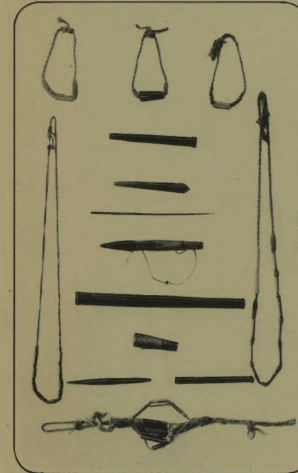
In the Chin Hills, has taken place in dense jungle in the Insein district. The troops finally located the rebel camp, which they captured. The rebels escaped, leaving behind a large number of weapons, including bombs and daggers." Only a few days ago came news that a notorious rebel, named Myat Aung, had surrendered to the military police, with his son, the last of his followers, and their firearms. Myat Aung had been the right-hand man of the rebel chief, Saya San (executed last November), and his gang had given much trouble during recent months. It may be recalled that the Burma Round



WANTED FOR MURDER AND WAGING WAR AGAINST THE KING-EMPEROR: THREE REBEL CHIEFS (RELATED), FOR WHOM CAPTURE LARGE REWARDS HAD BEEN OFFERED, WITH TWO OF THEIR CAPTIVES—BURMESE CIVIL OFFICIALS ATTACHED TO THE MILITARY FORCES.

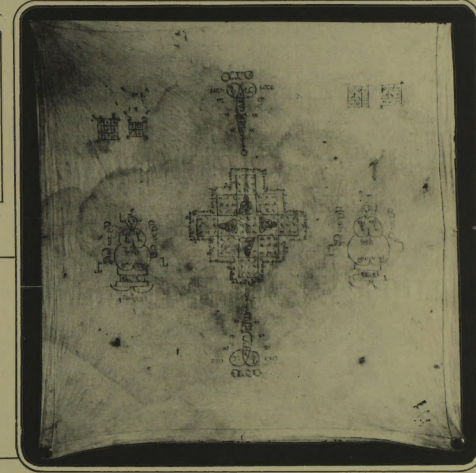


CAPTURED REBEL ARMS: A STRANGE ASSORTMENT OF VARIOUS TYPES OF WEAPONS (INCLUDING MANY "MUZZLE-LOADING" GUNS INGENUOUSLY FASHIONED OUT OF IRON PIPES STOLEN FROM THE OIL-FIELDS), POSSESSION OF WHICH WAS FORBIDDEN BY THE GOVERNMENT.



"MAGIC JEWELLERY" WORN BY BURMESE REBELS AS A PROTECTION AGAINST THE POWER OF BRITISH ARMS! NECKLACES AND BRACELETS CONSISTING OF HOLLOW BRASS OR SILVER CYLINDERS STRUNG ON SMALL CORDS—WITH A REBEL TATTOOING OUTFIT (IN THE CENTRE).

A MAGIC HAND-KERCHIEF FOUND ON A CAPTURED REBEL LEADER, WHO BELIEVED IT TO BE PROOF AGAINST BULLETS, BAYONETS, AND BOMBS. INTRICATE DESIGNS, INCLUDING HUMAN FIGURES (IN THE CENTRAL PANEL AND ON EACH SIDE), SYMBOLS, LETTERING AND NUMBERS.



REBEL BURMESE VILLAGERS SURRENDERING THEIR WEAPONS (LAID ON THE GROUND IN FRONT) AT A MILITARY POST IN THE DISTURBED AREA: A SCENE TYPICAL OF MANY SUCH OCCASIONS, RESULTING IN THOUSANDS OF IMPROVED GUNS, DAGGERS, BOMBS, AND SO ON, BEING SEIZED BY THE TROOPS AND POLICE.



Table Conference, summoned to discuss a suitable Constitution in the event of separation from India, closed on January 12, when the Prime Minister announced the Government's policy. The question of separation is to be decided by the Burmese people at a general election, and the Governor of Burma, Sir Charles Innes, said recently that the election would probably be held next October or November.

HINDENBURG SUPPRESSES NAZI FORCES: THE "BROWN ARMY" DISBANDED.

ON April 13 President von Hindenburg signed an "emergency decree for safeguarding the authority of the State," ordering the immediate dissolution throughout Germany of all the semi-military organisations of the National Socialist (Nazi) Party, especially the Storm Detachments and Defence Formations. An official statement declared this step necessary for public order and security, as these formations were organised on a military model, as a private and partisan army, and constituted a "State within the State." Soon after the decree was published, lorry-loads of police descended on some thirty Storm Detachment "homes" and offices in Berlin, and seized all documentary material. At Munich, the Nazi headquarters, known as the Brown House, was raided by several hundred gendarmes, who drew a cordon round the building. It was thoroughly searched, and several wagon-loads of papers and documents were confiscated. The police evacuated the Brown House at noon next day, but kept a cordon at each end of the street. Crowds continued to gather, and were dispersed by mounted police. The Brown Army, of which Herr Hitler was Commander-in-Chief, was administered independently of the Nazi Party. He hopes for redress in the Prussian elections on April 24.



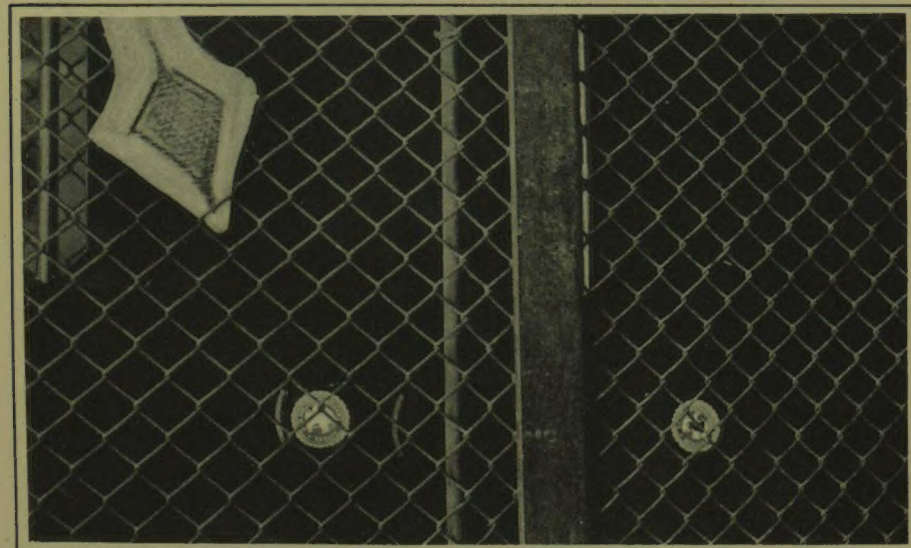
AFTER THE POLICE RAID ON THE BROWN HOUSE AT MUNICH, THE HEADQUARTERS OF THE NAZI SEMI-MILITARY ORGANISATIONS, RECENTLY DISBANDED BY ORDER OF PRESIDENT VON HINDENBURG: THE SCENE OUTSIDE THE ENTRANCE, NEAR WHICH (LATER) MOUNTED POLICE CHARGED A CROWD.



THE POLICE RAID ON THE BROWN HOUSE AT MUNICH: ANOTHER PART OF THE PREMISES—SHOWING THE NAZI FLAG ON A BALCONY AND (BEYOND) THE MAIN BUILDING SEEN IN THE PHOTOGRAPH ABOVE.



"THIS OFFICE IS TO BE LET!" A PLACARD ABOVE THE ENTRANCE OF THE NAZI PREMISES IN THE HEDEMANSTRASSE, BERLIN, DURING THEIR OCCUPATION BY GERMAN POLICE IN ACCORDANCE WITH THE PRESIDENT'S ORDER.



POLICE SEALS AT THE ENTRANCE TO THE OFFICES OF THE NAZI NEWSPAPER, "ANGRIFF," IN BERLIN: THE WIRE-NETTED DOORS AFTER THEY WERE CLOSED UNDER THE DECREE ISSUED BY PRESIDENT VON HINDENBURG.



"OUR SHOP IS TEMPORARILY CLOSED BY ORDER OF HINDENBURG": A NOTICE OUTSIDE THE "ANGRIFF" PREMISES IN BERLIN, ADJOINING THE NAZI OFFICES IN THE HEDEMANSTRASSE.

PERSONALITIES OF THE WEEK:

PEOPLE IN THE PUBLIC EYE.

CAPTAIN W. A. REDMOND.

Son of the late Mr. John Redmond, leader of the Irish Nationalist Party. Died April 17; aged forty-six. Member of the Dail for Waterford; which he represented since the establishment of the Free State.



PROFESSOR R. W. DRON.

Dixon Professor of Mining in Glasgow University since 1923. Died April 16; aged sixty-three. President this year of the Institution of Civil Engineers. Author of "The Coalfields of Scotland," and "Mining Economics."



THE LATE M. IVAR KREUGER.

Further developments occurred in the investigation of the affairs of Kreuger and Toll, when the Stockholm police arrested three prominent citizens on a charge of aiding and abetting Ivar Kreuger in making false entries in the company's books. Besides monopoly contracts and bonds declared to be fictitious, Kreuger had, it is alleged, been making use of false banking accounts.

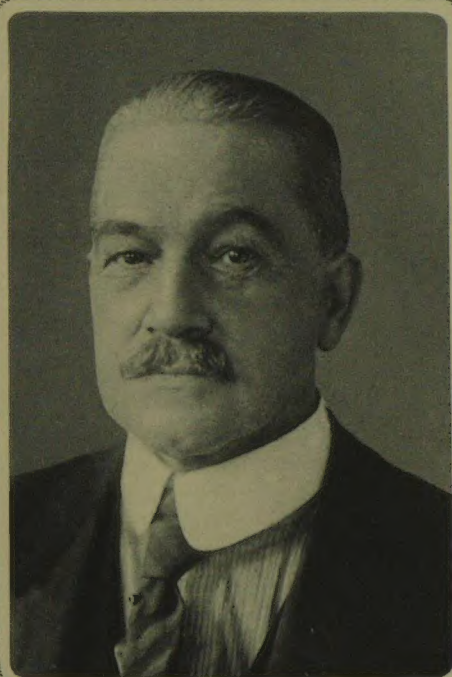
SIR WILLIAM RAY.

New Conservative M.P. Returned unopposed, on April 13, in the Richmond by-election, necessitated by the resignation of Sir Newton Moore. Formerly leader of the Municipal Reform Party on Hackney Borough Council.



ANNIE LADY COWDRAY.

Died April 15. In 1881 married Mr. Weetman Pearson, the great contractor, who became a Liberal M.P., and subsequently Baron and Viscount Cowdray. A well-known Liberal hostess at her house in Carlton House Terrace.



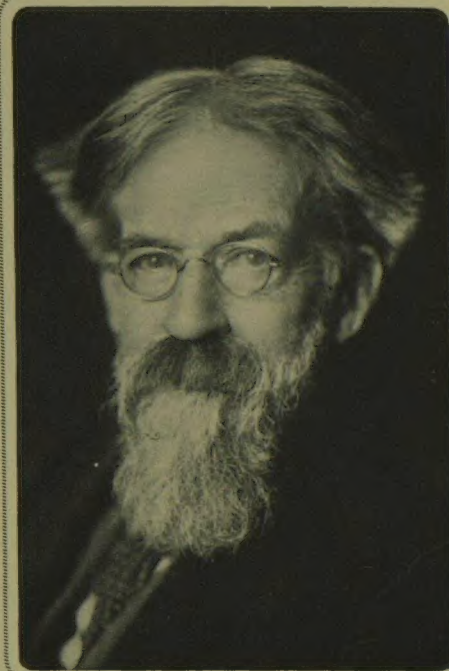
MR. JEREMIAH McVEAGH.

Mr. "Jerry" McVeagh, an outstanding figure in Irish politics, died on April 17, aged sixty-two. He was for twenty years Nationalist Member for South Down, for which he was returned unopposed in 1902. He came to be known as the "pamphleteer-in-chief" of his party. During the war he took an active part in raising the Tyneside Brigade, and in 1924 he contested Sunderland, though unsuccessfully.



THE LEAGUE'S COMMISSION OF ENQUIRY IN THE EAST: LORD LYTTON (CENTRE) AND DR. SCHNEE (BEHIND) AMONG THE RUINS OF CHAPEI.

The League's Commission of Investigation is now at work on the situation in the Far East. Members of it are seen above inspecting Chapei, the Chinese suburb of Shanghai, where so much damage was caused by Japanese bombardment in the recent hostilities. It was recently announced that Dr. Wellington Koo was to accompany the Commission when it leaves for Mukden.



SIR PATRICK GEDDES.

Professor Sir Patrick Geddes died on April 17, aged seventy-eight. He was distinguished as a biologist; and he held teaching posts in London, Aberdeen, St. Andrews, and Edinburgh. He was also interested in history, art, sociology, and civics, and was a most active promoter of city and town planning. He served as Professor of Sociology in the University of Bombay. He was Senior Resident of University Hall, Edinburgh.



MR. STIMSON IN PARIS ON HIS WAY TO GENEVA: (FROM L. TO R.) THE DIRECTOR OF THE PARIS POLICE, M. TARDIEU, MR. STIMSON, MRS. STIMSON, M. LAVAL, MRS. KELLOGG, MR. EDGE, AND MR. KELLOGG.

Mr. Stimson, the United States Secretary of State, arrived at Le Havre early on April 15, on his way to the Disarmament Conference. Mr. Kellogg arrived at the same time, on his way to the Hague. Mr. and Mrs. Stimson, and Mr. and Mrs. Kellogg, were welcomed in Paris by M. Tardieu, Prime Minister of France, together with M. Laval and Mr. Edge, the U.S. Ambassador. Mr. Stimson has known M. Tardieu personally for a number of years.



THE NEW U.S. AMBASSADOR, ENTERTAINED AT DINNER BY THE PILGRIMS: (FROM LEFT TO RIGHT) MR. MELLON; LORD DERBY, WHO PRESIDED; AND H.R.H. THE PRINCE OF WALES.

A dinner in honour of Mr. Andrew Mellon was given by the Pilgrims at the Hotel Victoria on April 14. The Prince of Wales attended; and Sir John Simon returned specially from the Disarmament Conference. Lord Derby presided, and the guests, who numbered 400, included members of the Diplomatic Corps, members of the British Government, and numerous representatives of American and British trade and commerce.

THE WORLD OF SCIENCE.

THE RUFFE.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

AMONG my letters a day or two ago I found a small box containing a specimen of that interesting little fish known as the "ruffe" or "pope"; and with it was a suggestion that I should say something about it on this page. At the moment I thought that unlikely, since I could not recall any point of particular interest about it. But, carefully examining it, I recalled days of my early youth when I used to catch this fish in the Norfolk Broads, and things that were said of it. In the train of these recollections followed a number of others concerning the life-history of this fish, and of one or two interesting peculiarities of its structure unknown to the plain man, and probably even unsuspected by the angler. Hence, then, I propose to do my best to do what was expected of me.

Not many readers of this page, anglers excepted, I am inclined to believe, will ever have seen this little fish in the flesh. For, save in the Norfolk Broads and the Midlands, it seems to be found in no great numbers anywhere else in Great Britain. It is absent altogether from Scotland and Ireland. In the West of England it is found in the Severn and the Dee; while its northward range seems not to extend beyond Lancashire. The rivers of Somerset, Hampshire, Dorset, Devon, and Cornwall know it not. Everywhere, according to Dr. Tate Regan, our greatest authority on fishes, it is confined to slow-running streams, usually swimming in shoals and keeping near the bottom of fairly deep water.

In the matter of its size it presents some interesting problems. Rarely is one taken of more than 5 in. in length, though occasionally specimens turn up of as much as 7 in. or 8 in. long. Yet in Siberia it may, apparently, attain to a length of as much as 18 in. and a weight of 1½ lb. This is a conspicuous

give for its occurrence in the carp and burbot?—and there are many other species showing quite as great a divergence. So far, no one has solved this mystery. It may be due to food or to the physical environment such as the average temperature of the water. As will be seen in the adjoining photographs, the ruffe bears a close resemblance to the perch, to which, in point of fact, it is nearly related. But

line. For the long main tube, and the offshoots therefrom are always filled with mucus which oozes out through the pores in the scales and spreads itself over the body, forming a slimy layer, so abundant in bream, for example, and which is so unwelcome to the angler. But to the fish it is all-important, since it lessens friction when swimming and serves to protect the surface of the body from injury.

Let us now, for a brief space, regard the ruffe as a living body. Mention has already been made of its relationship to the perch; and this is indicated again in the matter of its reproductive functions, since both spawn in April and May in shallow water, attaching their eggs in festoons to water-plants of various kinds. The fact that the breeding season begins and ends at the same time makes it possible for hybridisation between ruffe and perch, though it is to be noted such hybrids are excessively rare and have never been obtained in Great Britain. The number of eggs laid is about 205,000. In about twelve days the young hatch out, to run the gauntlet of enemies innumerable. But then, if they all came to maturity they would but compete with one another for food. As it is, probably they get no more than is sufficient for their well-being, hence the rarity of specimens over 5 in. long. That food constitutes a varied diet, since it is said to embrace fish-ova, worms, insects, and other fish.

In the matter of coloration it suffers considerably in comparison with its relative the perch, since it

has no tiger-like stripes of black along its sides, nor any vivid splashes of red on its fins. Instead, it presents but a dull olive colour marbled and spotted with brown or black. But hybrids between ruffe and perch, made by mating between captive specimens of the two species, show interesting results in this matter of coloration. For when the ruffe is the male parent, the offspring are intermediate in colour, showing the speckling of the ruffe and the bars of the perch. But when the male parent is the perch, all the offspring resemble the mother so closely that they can hardly be distinguished from pure-bred ruffes. That is to say, they do not betray their hybrid character by resemblances in structural characters, such as the shape of the body or intermediate characters in regard to the fins. Such hybrids are infertile *inter se*, but quite fertile with either parent.



1. A SCHOOL OF PERCH: NEAR RELATIONS OF THE RUFFE, WHICH, NONE THE LESS, DIFFERS FROM IT IN COLORATION, AND IN HAVING THE FIRST AND SECOND DORSAL FINS STANDING WELL APART, INSTEAD OF BEING CONFLUENT AS IN THE RUFFE (FIG. 2).

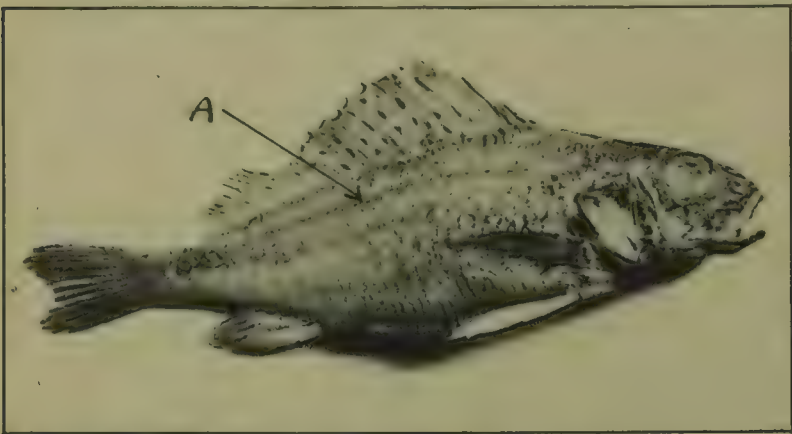
Photograph by F. W. Bond.

it will be noted in the ruffe that the two dorsal fins are confluent, while in the perch they are separate. In both, the first dorsal has spine-like rays, and "soft" rays in the second fin.

But there is one peculiarity which the perch does not share. And this is found in the deep pits on the head. These, as will be seen in the accompanying photograph, form a semi-circle under the eye. They are a part of what is known as the lateral line system, which may briefly be described as a system of tubes running along each side of the fish forwards on to the head. Throughout their length minute branches are given off from the main tubes to the scales, which they pierce, either by a single aperture or a system of small pores, their precise arrangement differing in different species. Each branch to a scale, it is important to notice, is accompanied by a nerve.

The precise function of this chain of pores still requires investigation.

But it has been certainly demonstrated that it conveys vibrations in the water to the nerves and so to the brain. In this way fish may be made aware of the presence of other fish in their neighbourhood without seeing them. Also, when swimming amid rocks, the pressure of the water being greater along the rock face than in the water further away, they are guided as to their movements. This is really a very important function, since, when dashing about, as on a reef, the muscular movements of the body can be controlled automatically, thereby enabling collision with solid objects to be avoided. Yet another function is performed by this lateral

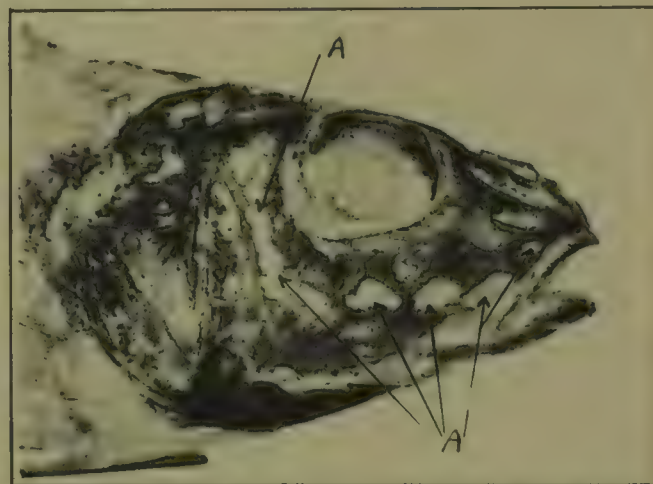


2. THE RUFFE, OR "POPE" (*ACERINA CERNUA*): A PHOTOGRAPH SHOWING THE CHARACTERISTIC SEMI-CIRCULAR PITS UNDER THE EYE, AND THE LATERAL LINE (A).

The origin of the name "pope" for this fish is uncertain, but it has brought misery to countless ruffes. In some parts of the country fishermen, when they catch one of these "popes," will, with Protestant zeal, vent their rage on the poor fish. This they do by pressing a cork down on the spines of the fish's dorsal fin, and throwing it back into the water; where, being unable to swim, it dies miserably.

difference. But a no less disparity in this matter of size is found in the case of the carp and the burbot, or eel-pout. In our waters carp do not exceed a weight of 25 lb., but on the Continent wild fish are said occasionally to attain to a weight of 60 lb. and a length of 5 ft. Kept in "stews" they are said to reach an even greater weight. The burbot, found in this country only in rivers flowing into the North Sea from Durham to Norfolk, and nowhere abundantly, never exceeds a weight of 8 lb., and this rarely; average fish weighing no more than 3 lb.: but on the Continent double this size is reached, and fish up to 60 lb. have been taken in Alaska.

No land animals show anything like so great a discrepancy in size. What explanation are we to



3. THE HEAD OF A RUFFE ENLARGED TO SHOW THE DEEP "SLIME-PITS" (A) WHICH FORM PART OF THE FISH'S LATERAL LINE SYSTEM: ORGANS FOR EXUDING SLIME TO GREASE THE EXTERIOR OF THE FISH'S BODY, AND SO FACILITATE ITS PROGRESS THROUGH THE WATER.

The lateral line system, which forms such an interesting feature of a fish's anatomy, will be found fully commented on in the article on this page. Briefly, the lateral line acts as a lubricating organ for the outside of the fish's body, and also, it is thought, as a delicate pressure-gauge. It can be seen clearly in Fig. 2, at A.

ALEXANDER'S CROSSING OF THE HYDASPES: HISTORIC SITES IDENTIFIED.

PHOTOGRAPHS BY SIR AUREL STEIN.



THE PLACE WHERE ALEXANDER CROSSED THE HYDASPES (MODERN JHELM) TO ATTACK KING POROS, AND AFTERWARDS FOUNDED THE TOWN OF BOUKEPHALA IN MEMORY OF HIS FAVOURITE CHARGER: JALALPUR AND THE MOUTH OF THE KANDAR KAS RAVINE (THE *PRÆALTA FOSSA* OF CURTIUS), WITH A HEADLAND AT THE RIVER BEND, AS DESCRIBED BY ARRIAN.



AN ANCIENT STRONGHOLD ON "THE ROUTE MOST LIKELY TO HAVE BROUGHT THE GREAT CONQUEROR THROUGH THE SALT RANGE" DOWN TO THE RIVER HYDASPES, AT A POINT WHERE SIR AUREL STEIN LOCATES ALEXANDER'S CAMP AT HARANPUR: RUINS OF A FORT ON THE TOPMOST RIDGE ABOVE THE NANDANA PASS.

Sir Aurel Stein, the famous archæological explorer, recently visited the region of Alexander's invasion of India (in 327 B.C.), and reached new conclusions regarding his passage of the Hydaspes (modern Jhelum) and his victory over Poros. He shows that Alexander's route from the Indus through the Salt Range was by the Nandana Pass, which brought him out at Haranpur, on the right bank of the Jhelum, where he encamped. Poros camped on the opposite bank. Sir Aurel Stein locates Alexander's crossing at Jalalpur, seventeen miles away by road, a distance agreeing with Arrian's "Anabasis." Jalalpur was previously regarded as the site of Alexander's camp, with Dilawar as the crossing place. Sir Aurel Stein, however, shows that this theory conflicts with the classical accounts. Writing in the "Times," he says: "But if the location of Alexander's camp at Jalalpur proved thus untenable, my close examination of this vicinity revealed

a very striking agreement between all its topographical features and the recorded description of Alexander's crossing place. Here at Jalalpur we have a conspicuous headland at a marked bend of the river. The Kandara Kas corresponds exactly to the *præalta fossa*, or deep ravine, mentioned by Curtius, and there is a large island. . . . But what in my belief definitely locates Alexander's crossing place at Jalalpur is the combined historical and archæological evidence now available as regards the route most likely to have brought the great conqueror through the Salt Range—the pass of Nandana, repeatedly mentioned, with the stronghold that guarded it, in connection with the campaigns of Mahmud of Ghazna." Of the town founded by Alexander where his favourite charger, Boukephalos, died, Sir Aurel Stein adds: "Strabo distinctly puts it at the point where Alexander embarked for his passage. We may hence safely locate Boukephala at Jalalpur."

HERE, THERE, AND EVERYWHERE.

BEING AN APPRECIATION OF

"A GUARDSMAN'S MEMORIES": by LORD EDWARD GLEICHEN.*

(PUBLISHED BY WILLIAM BLACKWOOD AND SONS, LTD.)

IN these recollections Major-General Lord Edward Gleichen, who has had a more varied career, and has seen more in different parts of the world, than most soldiers, tells his experiences in an unaffected, conversational manner which succeeds in gaining and keeping the attention. He warns us that he has been a very spasmodic diarist, and, indeed, for a great part of his life not a diarist at all—a circumstance which is not betrayed by the continuity and lucid detail of his narrative.

As a kinsman of Queen Victoria and the son of a naval officer (Prince Victor of Hohenlohe-Langenburg), he was destined to a military career which would have proved stereotyped and uneventful, but for his desire to explore the more interesting possibilities of his profession. Early days in Germany, at school in England and at Sandhurst, were all according to pattern, and led, almost automatically, to the Grenadier Guards. Here, too, there was little out of the ordinary: the picture of the energy and efficiency of the British Army in the 'eighties is not entirely flattering, and the author shows himself throughout to be a temperate but candid critic of many features of our military organisation which were not taken in hand until after certain drastic experiences of the Boer War. These defects were not absent from the first campaign which Lord Edward Gleichen saw—that of the Sudan in 1884-1885. He describes with a vivid directness two desperate encounters between the Dervishes and the "British Square," but does not conceal the confusion which marred the British operations. The tragedy of Gordon he attributes, however—as most commentators have done—primarily to Mr. Gladstone's delay in sending relief, and secondarily to deficiency of camels.

The severe experience of the Sudan campaign was followed by a voyage of discovery to Russia and Persia: for, at an early stage of his career, Lord Edward Gleichen had taken the original view that a soldier ought to know as much as possible of foreign countries. He saw—and felt—something of the lavishness and extraordinary absorptive capacities of the Czarist Army of the old school; and at a dinner of the Gardes à Cheval, having done his best to comply with the exacting convivial etiquette, "I was picked up and deposited alongside the Grand Duke Nicholas; and before I knew what was happening, he flung his arms round my neck and kissed me on both cheeks, shouting out, 'When the Russian Hussars of the Guard meet the British Grenadiers of the Guard in battle, we will salute each other and pass by on the other side!' and he kissed me again." No such demonstrativeness marked the meeting with the Shah of Persia: on that occasion the ordeal was the less strenuous one of backing out of the Presence, keeping the eyes on the Sovereign, through a room which "seemed a mile long."

Two years of work at Intelligence were followed by an unusual variety of scenes and activities. In 1888 Lord Edward Gleichen was sent by the Prince of Wales to the German Manœuvres, which consisted of interminable and wearisome ceremonial, and of work in the field which the spectator thought "strenuous, dull, and rather unintelligent." Without much regret, he left Germany for chamois-hunting in the Austrian Tirol, and spent the following winter in Canada, as the guest of the Governor-General, Lord Stanley. Returning to duty, he defied regimental opinion by joining the Staff College in 1890: for in those days the average officer regarded staff training with suspicion and contempt. The curriculum, we gather, was still somewhat experimental, but was far better than nothing for a soldier who took his profession seriously. This valuable interlude was followed by an equally instructive trip to Morocco with Sir West Ridgeway's mission. General Gleichen was particularly interested in this country, as he had already written a military handbook on Morocco for the Intelligence Department, and he did not waste opportunities of improving his knowledge on the spot. This was not General Gleichen's only experience of Northern Africa, for in 1894 he went on what is politely described as an "intelligence trip" along the French North African defences. He and his companion had a successful, as well as an adventurous, excursion, for they brought back,

as spoils, a plan of the telegraph and cable lines of the country and a secret naval code. "These were delightful days, and I can thoroughly recommend the sport of battery and cable hunting to anyone who has a taste in that direction, for the added risk (in this case of ten thousand francs fine and five years in a fortress) gives a delicious zest to it."

In 1896 Lord Edward Gleichen was sent to the Sudan again as a War Office representative on Kitchener's staff, but, owing to the breakdown of his ship in the Red Sea, he saw none of the fighting. It seems that in any case he would have had a chilly reception from Kitchener, who always had a deep distrust of "War Office spies." Next year there was a highly interesting journey, well described, to Abyssinia as a member of Mr. Rennell Rodd's Mission

incurred the hostility of the average regimental mess as a superfluous innovation—doubtless that damning regimental adjective, "brainy," was levelled at it: and, like all other innovations, it found little favour in the eyes of the Commander-in-Chief, the Duke of Cambridge, who was "rather proud of being the drag on the wheel, and used to say that he had often stopped the coach from being run away with altogether." Despite these discouragements, the Intelligence Department managed to accumulate a great quantity of essential information, which had previously been wholly ignored, concerning such elementary matters as the topography and military establishments of foreign Powers. Yet even in 1914 its organisation was still very imperfect and its efforts much neglected; and General Gleichen relates how Sir Ian Hamilton was unable to obtain any information from the War Office about the Gallipoli Peninsula, although the Intelligence Department had for nine years—from 1894 to 1899 and again from 1907 to 1911—amassed "fat envelopes and files by the dozen, simply bulging with information and references and plans, about the Turkish forts and their armament, kept, with the connivance of certain foreign officers, strictly up to date."

In the Boer War, Lord Edward Gleichen was wounded at the Modder River—an engagement of which he gives a somewhat depressing account—and afterwards served as Intelligence Officer on the staff of the 9th Division, under Sir Henry Colville, whom he stoutly defends against the censures which he incurred. After a period of duty in Egypt—where he formed a profound respect for the work and abilities of Lord Cromer—as Agent and Representative of the Sudan in Cairo and Director of Intelligence in Egypt and the Sudan, Lord Edward Gleichen was sent, by personal command of King Edward, as Military Attaché to Berlin. Here he found an uncongenial and oppressive atmosphere.

"It was a case of bowing and heel-clicking of a stiff and 'correct' attitude, of an artificial atmosphere impregnated with a jealous and suspicious Court nominally and outwardly adoring and obedient to the Emperor in all things, but inwardly a mass of intriguing, back-biting courtiers, each struggling for position at the expense of his neighbour, and, with a few honourable exceptions, none too particular as to the stories that they whispered into the ear of the All-Highest (when they could get at him), or as to those that they told about His Majesty to other people." General Gleichen's position was embarrassed by the fact that he incurred the displeasure of the Sovereign by venturing to challenge some of his more wild and fantastic generalisations about things English. The theatrical pomposity of the Court ceremonial at this period is without parallel except in pantomime, and the petty personal despotism of the Emperor almost passes belief. It even extended to forbidding the daughter of the British Ambassador to ride a bicycle!

From Berlin General Gleichen went to Washington as Military Attaché, and saw much of President Roosevelt, whose dynamic personality cast its spell over him. He travelled very widely in America, and among his most memorable experiences were a visit to San Francisco after the earthquake and an interview with the Wright brothers about their newly-invented flying machine, which the War Office decided that it could not afford to buy. 1909 saw this indefatigable traveller again in Morocco, and soon afterwards he went to investigate the troubled situation in Turkey and the Balkans. From 1911 to 1914 he was in command of the British troops in Belfast, and a more anxious command it would be difficult to imagine. The closing chapters of the book give an extremely graphic account of the fluctuating conditions in Ulster, and paint a terrible picture of religious intolerance on both sides. General Gleichen makes no secret of the fact that his sympathies were entirely against the policy of the Government, but he was, of course, ready and well prepared to do his military duty if occasion demanded. It was lucky for all concerned that greater events averted that painful necessity.

Many great personages of the nineteenth century populate these pages, and the variety of the author's experiences and his easy manner of recording them make his volume one of unflagging interest.



THE TREASURE OF THE WEEK AT THE VICTORIA AND ALBERT MUSEUM: "A DOMESTIC CONCERT-PARTY" IN GLAZED WHITE PORCELAIN.

This group was made at a small factory established in 1764 at Fulda, in Central Germany, under the patronage of the Prince-Bishop, Heinrich von Bibra. Despite its lack of size, the factory in question produced works which rank among the best porcelain ever made in Germany, showing a material of rare fineness of grain and of luminous whiteness. The group, which represents a domestic concert-party and dates from about 1775-80, has an additional interest as a production of the same period of German culture as the music of Mozart, the spirit of which it may be said to reflect. It was bought for the Museum in 1920, out of the fund of the Captain H. B. Murray Bequest, for the sum of £350. Its height is 16 inches.

By Courtesy of the Victoria and Albert Museum. (Crown Copyright Reserved.)

to King Menelik; and soon after, as "we happened to find, in the Intelligence Department, that we did not know as much as we ought to of the country, army or ruler of Montenegro, I went there in order to find out." This young Guards officer certainly did not lack curiosity and enterprise in his profession: a spirit perhaps best demonstrated by his service in the then experimental Intelligence Department, which, under Major-General Henry Brackenbury, was being gradually raised to the status of an efficient and indispensable part of the military machine. It had many obstacles to overcome; as has been mentioned, it

* "A Guardsman's Memories." By Lord Edward Gleichen. With Illustrations. (William Blackwood; 15s.)

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



THE NEW BRIDGE BUILT ACROSS THE EUFRATES BY BRITISH CONTRACTORS:
A VIEW SHOWING THE OLD BRIDGE OF BOATS IN THE FOREGROUND.

It is not, perhaps, generally realised that Iraq is a land of great potentialities. The new bridge here illustrated seems destined to play a very important part in the opening up and development of that country. Spanning the Euphrates at Feluja, it carries the main road from Baghdad to Damascus. It is thus a vital link between the centre of Iraq and the Eastern Mediterranean.

(Continued on right.)



THE OPENING OF THE NEW BRIDGE ACROSS THE EUFRATES AT FELUJA:
H.M. KING FEISAL CUTTING THE TAPE.

It replaces the antiquated bridge of boats seen in our left photograph. The contractors for the new bridge were Messrs. John Jackson and Co., and the consulting engineers were Messrs. Rendel Palmer and Tritton. Our readers will, no doubt, be interested to learn that the bridge is constructed entirely of British steel, as regards its metal parts. It has five spans in all, and carries a roadway twelve feet wide.



CELEBRATING THE FIRST ANNIVERSARY OF THE REPUBLIC
IN MADRID: FIREMEN GIVE A LIFE-SAVING DISPLAY.

April 14 was celebrated in Madrid as the first anniversary of the proclamation of the Republic. The principal event of the day was the parade of the Madrid garrison in the Avenue of the Castellana, which the President of the Republic attended, surrounded by a

(Continued below on left.)



THE STOLEN BRONZE "APHRODITE": A FIGURE SAID
TO DATE FROM 460 B.C., AND VALUED AT £20,000.

Art treasures and jewellery worth £25,000 were stolen by thieves who broke into the house of Count Spetia di Radione, in Kensington Court, W., in the early hours of April 16. The bronze statuette of Aphrodite, said to date back to 460 B.C., was among the articles stolen. It alone is valued at £20,000. It is 9 in. high.



PUTTING THE CLOCK FORWARD: A SUNDIAL WHICH
TELLS SUMMER TIME!

Much amusement has often been caused since the introduction of Summer Time by the complaints of old-fashioned people in outlying country districts that the arrangement was "unnatural," if not "impious" and "diabolical." What would be their horror could they be confronted with a sundial which tells Summer Time? Yet such a sundial (here illustrated) is to be found at Petts Wood, Kent.



THE FIRST ANNIVERSARY OF THE PROCLAMATION OF THE SPANISH REPUBLIC CELEBRATED IN
MADRID: MUNICIPAL ROAD-SWEEPERS MARCHING IN PROCESSION THROUGH THE STREETS.

brilliant escort. Observers report that the troops marched past in better order, and in more martial array, than has been usual on such occasions of recent years. At noon maroons were fired at different points in the city. At 2 p.m. in the Palace of the Pardo the President of the Republic entertained the Diplomatic Corps at luncheon. The afternoon and evening were devoted to nautical races on the lakes in the parks, football matches, bull fights, and concerts, followed by fireworks. Bands played for people to dance.

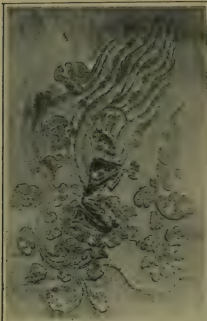


THE FINANCIAL CRISIS IN THE STATES: A WOODEN "DOLLAR BILL"
CIRCULATED BY A CHAMBER OF COMMERCE IN WASHINGTON STATE.

The introduction by Senator Carter Glass of the amended Bill providing for permanent changes in the banking system of the United States has again focussed attention on the financial crisis in the United States. Earlier in the present year, a combination of bank failures with panic hoarding reduced certain parts of the country to the point where emergency currency had to be improvised.

REDISCOVERED GLORIES OF KOREAN ART: RELICS OF AND OF AN ANCIENT CHINESE COLONY

PHOTOGRAPHS REPRODUCED BY COURTESY OF THE GOVERNMENT-GENERAL OF CHOSŬN, THE MUSEUM OF THE



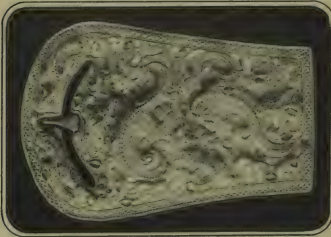
1. KOREAN DELICACY: A BUDDHIST ANGEL IN LOW RELIEF (771 A.D.) FROM A BRONZE BELL IN KEISHU, CAPITAL OF SILLA.



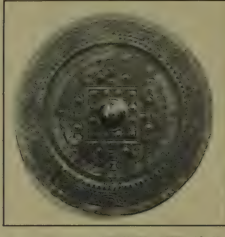
2. THE CHINESE GREEN DRAGON ADORNING THE WALL OF A KOREAN TOMB: DETAIL FROM A PAINTED TOMB AT KOSAI, PERHAPS OF THE SIXTH CENTURY A.D., BUT BELONGING TO AN UNIDENTIFIED PEOPLE.



3. FROM THE SIXTH-CENTURY GOLDEN BELL TOMB AT KEISHU: A CEREMONIAL EWER OF BRONZE-COLOURED CLAY REPRESENTING A WARRIOR ON HORSEBACK.



4. AN EXQUISITE GOLDEN BELT BUCKLE (FIRST CENTURY A.D.) FROM THE CHINESE COLONY AT PINGYANG, WITH A MAGNIFICENT CENT DRAGON DESIGN IN THE "GRANULATION" TECHNIQUE.



5. PLACED IN A PINGYANG TOMB AS IT WAS BELIEVED THAT MIRRORS GAVE NORTH LIGHT IN THE DARKNESS: THE BACK OF A BRONZE MIRROR OF HAN TYPE.



6. OPENWORK BRONZE PATTERNS LAID OVER GREEN BEETLES' WINGS: HORSE TRAPPINGS OF "TAMAMUSHI" WORK FROM ONE OF THE KEISHU TOMBS.



7. REGALIA OF A SILLA MONARCH: THE GOLDEN CROWN OF KEISHU, IN THE FORM OF A WINGED CAP FRAMED BY CONVENTIONALISED TREES RISING FROM A HAND OF GOLD.

scarfs were lengthened into wisps of floating gauze. Fig. 1 illustrates perfectly this delicate, nervous lengthening of line." With regard to Figs. 3 and 6 she writes: "Of about a thousand mounds in and around Keishu only eight or ten have as yet been excavated. . . . Various indications point to the sixth century as the period to which they belong. One of the most interesting of these clues was given by the fragments of fine horse trappings, recognised immediately as of a technique called in Japan 'tamamushi' work (Fig. 6). . . . Tradition said it was a technique invented in Korea. Some of the pieces found were recognisable parts of harness, but one large object puzzled the excavators not a little. It looked something like a stirrup, but was not one. Then out of the Golden Bell Tomb came a curious piece of pottery. It was a ceremonial ewer of bronze-coloured clay (Fig. 3). It represented a warrior on horseback with all his trappings—and what a warrior! But there, on the horse's flank, appeared a huge buckle, evidently an ornament, attached to the



8. EVIDENCE THAT DATED THE PINGYANG TOMBS AS BEING OF THE HAN PERIOD (205 B.C.—221 A.D.): BRICKWORK ORNAMENTED WITH MOULDED PATTERNS.

THE BRILLIANT KINGDOM OF SILLA; IN AN ALIEN LAND.

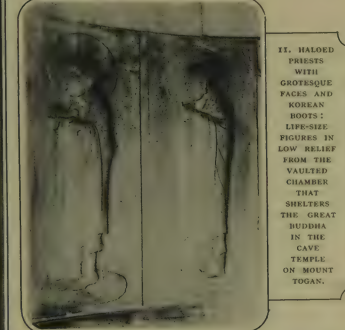
UNIVERSITY OF PENNSYLVANIA, AND THE CHOSŬN KOSŬI ZUPU.



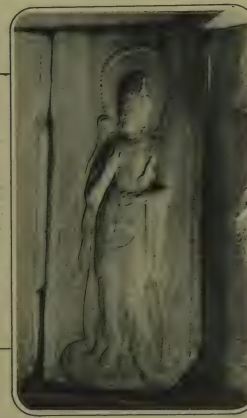
9. A MASTERPIECE OF SCULPTURE, THOUGHT TO BE OF EARLY KOREAN ORIGIN: A DARK WOOD MIROKU, OR MEDITATING BODHISATTVA—A CHARACTERISTICALLY KOREAN CONCEPTION OF THE EARLY SEVENTH CENTURY, AFTER SILLA HAD TURNED BUDDHIST.



10. WITH EIGHTH-CENTURY SCULPTURES ALLIED TO THE BEST TANG WORK: THE ENTRANCE TO THE CAVE TEMPLE ON MOUNT TOGAN, NEAR KEISHU—A GIANT SEATED BUDDHA WITHIN.



11. HALOED PRINTS WITH GROTESQUE FACES AND KOREAN BOOTS: LIFE-SIZE FIGURES IN LOW RELIEF FROM THE VAULTED CHAMBER THAT SHELTERS THE GREAT BUDDHA IN THE CAVE TEMPLE ON MOUNT TOGAN.



12. A BODHISATTVA CARVED ON THE WALL OF THE CAVE TEMPLE: "A WORK OF STRENGTH AND CHARM PATTERNED WITH BEAUTIFULLY RHYTHMIC LINES, AND GLORIFYING THE SPIRIT RATHER THAN THE BODY."

crupper. It was the object of unknown use, in miniature. . . . It was in 1921 that the discovery was made which fixed archaeological attention upon Keishu—in a high golden crown (Fig. 7) in the form of three tall conventionalised trees rising from a band of gold, which encircled an openwork peaked cap terminating in two wing-like flaps of intricate lacy design." From the Pingyang colony come the objects shown in Figs. 4, 5, and 8. In a tomb of the first century A.D. was found "the greatest treasure of all, a golden belt buckle of exquisite workmanship (Fig. 4). On its surface, outlined in fine gold wire and tiny grains of gold arranged in rows (a technique known as 'granulation'), appeared a glorious dragon, the whole a mass of involved and delicate design. The dragon is Chinese, but the workmanship looks rather Persian. Indeed, 'granulation' is well known on ancient Greek and Etruscan jewellery of the fifth century B.C. . . . An Oriental mirror in Han times (Fig. 5) did not have a handle, but was merely a shiny disc with a knob in the middle of the back."

STAR-CLUSTERS OF THE MILKY WAY: NEW PHOTOGRAPHS.

PHOTOGRAPHS TAKEN BY M. LUCIEN RUDAUX AT THE DONVILLE OBSERVATORY. (SEE ARTICLE ON PAGE 622 FOLLOWING.)

WE reproduce here five of M. Lucien Rudaux's wonderful photographs of star-clusters in the Milky Way, taken at his Observatory at Donville with a small lens only about 1.1-3 inches in diameter, which (as explained in the article on page 622 following) was found more suitable for obtaining general views of these phenomena than a large lens that would show only a section of such clusters in greater detail. As mentioned in our introductory note to the article, Mr. Peter Dalg has there conveyed the gist of a longer one in which M. Rudaux had stated the results of his observations and his conclusions, regarding the structure and extent of the stellar universe. These conclusions are represented by the illustrations given here on the right-hand

half of this double-page. In this connection, part of the concluding portion of M. Rudaux's essay may be given here in his own words, translated as follows: "It is then very probable that what we call the Milky Way corresponds to a group of spiral nebulae and elliptical clusters assembled in almost the same plane and showing themselves in perspective around us. This perspective, on the other hand, causes them also, by superposition, to become entangled one with another, a fact that renders them less easily discernible. Moreover, considered thus, our Universe would not be a unique phenomenon, for celestial 'soundings' have revealed various examples of such groupings, more or less numerous, of remote spiral nebulae. There, again, we find a new argument in favour of our hypothesis (i.e., that the Milky Way is not one vast single spiral, but consists of a mass of spirals, one of which contains the system to which we belong). Let us admit, then, in conclusion, that this conception of the Universe corresponds to reality,

and, according to indications furnished by the photographs (Figs. 1 to 5), we can attempt to construct its arrangement in our vicinity, and in respect of that portion which these photographs enable us to study. Taking into account the directions which the various star-groups occupy in space, relatively to the Earth; the effect of perspective; their probable dimensions; and, finally, certain distances approximately determined, we obtain the grouping of spirals shown in the illustration (Fig. 8). This tentative theory may seem daring or premature. It is not possible yet to assert positively that the nearest part of our Universe is thus constituted. On the other hand, one may suggest that such a plan would account, in general, for the phenomena that we perceive. At least, we are in this way able to form a concrete idea regarding the conditions of

(Continued above on right.)

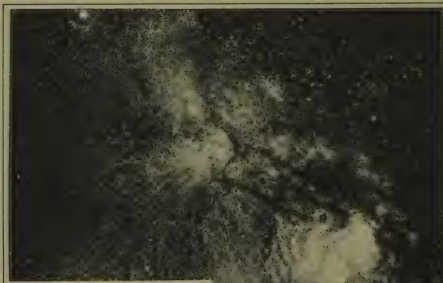


FIG. 1. PART OF THE MILKY WAY: A STAR-CLOUD IN THE SHIELD OF SOBIESKI.

Besides the spiral tendencies shown in the stellar group, there are visible specimens of the dark clouds mentioned in the text. (See the Article on page 622 following.) One of these, towards the top, appears to be associated with this system, while another and larger one seems to hide it partially, on the right below.



FIG. 2. A GREAT ELLIPTICAL STAR-CLOUD IN THE CONSTELLATION OF OPHIUCHUS (ALSO CALLED SERPENTARIUS, THE SERPENT-BEARER): A SECTION OF THE MILKY WAY.



FIG. 3. THE SUPERPOSITION OF TWO DISTINCT STELLAR SYSTEMS IN THE CONSTELLATION AQUILA (THE EAGLE): PART OF THE MILKY WAY.



FIG. 4. THE REGION OF THE SKY BETWEEN THE CONSTELLATIONS CYGNUS (THE SWAN) AND CASSIOPEIA: A REMARKABLE PHOTOGRAPH OF ONE OF THE PRINCIPAL STAR-CLUSTERS IN THE MILKY WAY, TAKEN BY M. RUDAUX AT THE DONVILLE OBSERVATORY.



FIG. 5. A GREAT STAR-CLOUD BETWEEN THE STARS DENEBA AND BETELGEUSE IN THE CONSTELLATION CYGNUS: ONE OF M. RUDAUX'S WONDERFUL PHOTOGRAPHS TAKEN (LIKE THE REST) WITH A LENS OF ABOUT 1.1-3 INCH APERTURE.

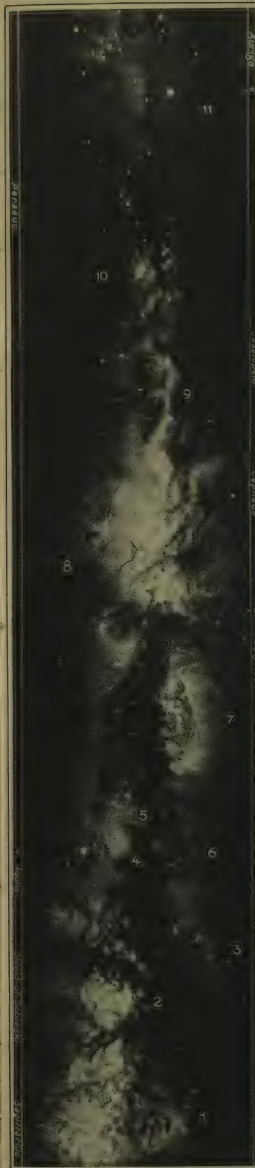


FIG. 6. A GENERAL CHART OF THE MILKY WAY BETWEEN THE CONSTELLATIONS SAGITTARIUS AND GEMINI (THE TWINS): A COMBINATION OF PHOTOGRAPHS TAKEN BY M. RUDAUX.

This chart was made by M. Lucien Rudaux by combining fifty photographs taken by him at the Observatory of Donville. The numbers correspond to those on the diagram in Fig. 7 on the right above.

Continued] the super-galactic hypothesis." In a separate note on his drawing reproduced in Fig. 8 (with key-diagram thereto in Fig. 7), M. Rudaux writes: "This arrangement comprises only those star-clusters which, in our neighbourhood—where the position of the sun is indicated by a small white cross—correspond chiefly to the Milky Way as seen in the northern sky. The centre of our local system is in a direction which is not well seen in Europe, being situated in the southern skies. In this direction certain other distant groups have also been shown. Not being distributed on the same plane, as it appears here (the view shown corresponding to that seen from an infinite distance), and being disposed at various angles, these clusters are seen by us (from the position of the Earth) mingled together one behind another, thus forming the irregularities of the Milky Way, complicated also by the apparent superposition of the nearer stars in our own system." Astronomers are not yet certain of the correct theory of the Milky Way and its structure, and it may be many years yet before the rival hypotheses are tested satisfactorily, and the true theory found. Much work of the type undertaken by M. Rudaux and by others (particularly in America, and in South Africa, with the advantage of the clearest skies to be found anywhere), will be necessary, but the progress of knowledge in this direction is sure if slow, and a sound foundation has been laid since photography has been employed in stellar problems.

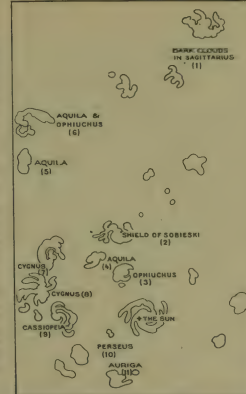


FIG. 7. A KEY TO THE ILLUSTRATION BELOW (FIG. 8): A DIAGRAM SHOWING THE DISTRIBUTION OF STAR-CLUSTERS IN RELATION TO THE SUN AND TO VARIOUS CONSTELLATIONS. (SEE CHART IN FIG. 6—ON THE LEFT OF THIS PAGE.)



FIG. 8. CONDITIONS OF THE SUPER-GALACTIC HYPOTHESIS: A POSSIBLE ARRANGEMENT OF THE PRINCIPAL CLUSTERS OF STARS FORMING THE MILKY WAY—A DRAWING BY M. LUCIEN RUDAUX REPRESENTING HIS OWN CONCLUSIONS. (SEE KEY-DIAGRAM IN FIG. 7 ABOVE, AND ALSO THE NUMBERS ON THE CHART IN FIG. 6.)

MAPPING THE MILKY WAY BY PHOTOGRAPHY:

NEW AND IMPORTANT EVIDENCE FOR THE DISCUSSION OF MODERN THEORIES REGARDING THE STRUCTURE OF THE STELLAR UNIVERSE.

By PETER DOIG, F.R.A.S. (Editor, *British Astronomical Association Journal*). After the French of Lucien Rudaux. See Illustrations on the preceding double-page.

M. Lucien Rudaux, the well-known French astronomer, recently communicated to the *Astronomical Society of France* a paper on a new hypothesis regarding the Milky Way and the structure of the stellar Universe. He has since published his conclusions in a popular form, accompanied by a remarkable series of photographs of the Milky Way taken by him in his Observatory at Donville. As the original article is somewhat too long for our purpose, Mr. Peter Doig has written for us the following résumé, covering as far as possible the same ground in a shorter space, and incorporating the salient points. M. Rudaux's photographs, together with his general photographic map of the Milky Way and a suggested plan of its principal star clusters, will be found on the preceding pages 620 and 621. Our illustrations are given in a numerical sequence beginning on page 620 and continuing to Fig. 10 on this page.

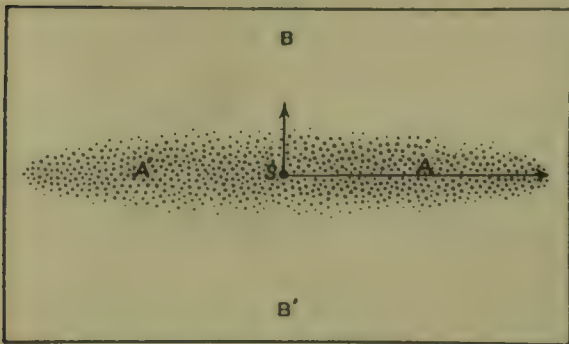


FIG. 9. A DIAGRAM EXPLAINING THE GENERAL APPEARANCE OF THE MILKY WAY IN RELATION TO THE SUN.

Our sun is at the point marked S in a stellar aggregation, of a flattened disc or biscuit shape (shown here in section), and consequently we see a great accumulation of stars in direction A, while towards B comparatively few are seen. The consequence is that a belt of numberless stars is seen circling the sky in the directions A A', while in the directions B B' (called the Galactic or Milky Way Poles) very many fewer are visible.

ON a clear moonless night a striking feature of the starry sky is a broad, irregular belt of misty light known popularly as the Milky Way—more scientifically, as the Galaxy (Fig. 10). In ancient times, curious speculations were made regarding this appearance, and legends full of poetical allusions were advanced as explanations. The correct view that its light is due to millions of faint stars too small through distance to be individually visible was put forward by certain philosophers who were in advance of their times, and, on the invention of the telescope, this was fully confirmed by Galileo and others. Although science is sometimes accused of destroying legends and poetical inspiration, in this case it may be said that this is not so, the revelations of astronomical research having been certainly in the highest degree a stimulus to the human intellect.

The Milky Way appears to a casual observer to be more or less uniform, but closer inspection reveals many clouds, streams, and wisps of light, diversified by dark rifts and gaps. Its appearance as a zone encircling the sky is explained by the theory that it is the projection on the sky of the many millions of stars contained in a disc-shaped aggregation, the sun with its attendant planets being situated in its plane. This is indicated by the diagram in Fig. 9, although the sun is not believed to be central, as shown, but situated about a third of the way out from the centre towards the circumference, the diagram being presented in a simplified schematic form. The distribution of the stars in this disc is not uniform, however. There are numerous distinct clouds of stars irregularly disposed inside the main system; and the dark rifts and vacancies, well shown in the photographs reproduced (Figs. 1 to 5 on page 620), are in many cases the result of the shutting out of the light of the background stars by intervening clouds of dust and gas. The study of the Milky Way structure is best carried out on photographs obtained in cameras provided with lenses of comparatively small dimensions. Large astronomical telescopes show only a small part of the sky at a time—a case of being unable to see the wood for the trees—while the plates obtained with small lenses

cover large areas of the sky and reveal the existence of the different aggregations of stars and their relative arrangement. For example, the photographs illustrating this article (Figs. 1 to 5) have been taken by M. Lucien Rudaux, using a camera the lens of which is only slightly more than 1.3 inches in aperture and of about 4½ inches focal length, with the intention of getting a complete map of the Milky Way (compare Fig. 6) visible from the Donville Observatory in France.

The problem of study of the galactic structure is a very difficult one, as the outlines of the various stellar aggregations are not easy to define, the photographs showing many different stellar clouds mixed up with each other on the plates by the effects of perspective, and complicated by the obscurations due to the dark clouds of dust and gas, the presence of which is clearly indicated in many parts of the sky. In fact, there is reason to believe that a considerable amount of gas and dust exists in all parts of space, which reveals its presence not only in the more concentrated obscuring clouds, but also by a dimming and reddening effect on the light of the more remote stars similar to what occurs with our terrestrial fogs. And this general dimming presents in itself a difficulty, as, unless its exact influence is known, the ideas of distance and of extent of the stellar universe will remain in some degree uncertain, just as one cannot estimate the distance of a light shining through a fog by its apparent brightness, even if its exact candle-power is known, until the thickness of the fog has been ascertained.

The photographs reproduced show some of the richest and most interesting regions of the Milky Way in Northern skies, and give an idea of the enormous numbers of stars composing it. The population of the earth, about nineteen hundred millions, is a large number, but our galaxy probably contains fifteen or twenty stars for each individual human being. And all of these bodies are much bigger than our earth, and separated from each other by distances which, on the average, light takes several years to traverse. It should be explained that the images of stars on these pictures are enormously larger than the real sizes of the stars themselves on the scale of the photographs. The grains of the photographic film are affected by the star's light all round the minute (in fact, ultra-microscopic) point which would truly represent a star there. The richest region of the Milky Way is not prominent in the skies of our latitudes. It is only visible low down in our skies, but is very prominent and striking in the skies of the Southern hemisphere. This region is in the constellation of Sagittarius (see Fig. 6), and it is there that the centre of the whole Milky Way system is believed to be situated at a distance such that light takes about 40,000 years to pass from it to the sun. It is staggering to the imagination to be informed that any event there, such, for instance, as an outburst of light resulting from a stellar collision, which might be visible to us to-day, would

really have taken place as far back as the Early Stone Age period!

At present there are, broadly speaking, three different ideas of the structure of the stellar aggregation, of which our sun is a comparatively insignificant member. Firstly, that it is a large spiral-shaped system similar to many others situated in exterior space at enormous distances from us; secondly, that it is a single system, not necessarily of a regular spiral shape, but made up of many distinct clouds of stars; and thirdly, that it is an assemblage of a number of stellar systems which are relatively close together and disposed in one plane. The overall dimensions of the system are believed to be very great; so large, in fact, that light, which travels at 186,000 miles in a second, would take something like two or three hundred thousand years to pass from one boundary to the other, the sun being situated not in the centre, but at a distance from it which light traverses in forty or fifty thousand years. Our sun is itself a member of a "local system" several thousand "light years" in diameter, and there is good reason to believe that the whole stellar Milky Way aggregate rotates with great velocity, although the dimensions are so very great that the time of rotation of a star in our neighbourhood round the centre is of the order of a hundred million years or so. M. Lucien Rudaux, who has made a special study of the problems involved, believes that the hypothesis of a "super-galaxy" or group of systems, mentioned above, is the most likely one for adoption. This hypothesis has recently been advanced by Dr. Harlow Shapley, who is the Director of the Harvard College Observatory in Massachusetts, U.S.A.



FIG. 10. THE MILKY WAY AS VISIBLE TO THE NAKED EYE FROM THE EARTH: A DRAWING BY M. LUCIEN RUDAUX.

The most striking region of the Milky Way is seen in our latitudes towards the southern horizon in summer.

SYDNEY BRIDGE OPENED: AN UNREHEARSED RIBBON-CUTTING INCIDENT.



THE POPULATION OF SYDNEY FLOCKS TO SEE THE OFFICIAL OPENING OF THE GREAT NEW BRIDGE OVER THE HARBOUR: A CROWD AT THE SOUTHERN APPROACH.



ONE OF THE THIRTY TABLEAUX IN THE HISTORICAL PAGEANT: A DECORATED "FLOAT" REPRESENTING CAPTAIN COOK BESIDE HIS SHIP, AND AUSTRALIAN ABORIGINES.



A DRAMATIC INTERRUPTION: CAPTAIN DE GROOT, WITH UPRAISED SWORD, SUDDENLY SLASHES THE CEREMONIAL RIBBON (SUSPENDED ACROSS ONE END OF THE BRIDGE) WHILE POLICE SEIZE HIS HORSE'S HEAD.



THE FIGURE OF BRITANNIA IN THE HISTORICAL PAGEANT: ANOTHER TABLEAU ON A DECORATED FLOAT—SHOWING THAT OF CAPTAIN COOK ON THE BRIDGE IN THE BACKGROUND.



THE MEMBER OF THE "NEW GUARD" WHO FORESTALLED THE PREMIER BY SEVERING THE RIBBON WITH HIS SWORD: CAPTAIN DE GROOT (CENTRE) UNDER ARREST IMMEDIATELY AFTER HIS ACTION.



THE PRIME MINISTER OF NEW SOUTH WALES CUTTING THE RIBBON OFFICIALLY: MR. J. T. LANG PERFORMS THE OPENING CEREMONY—AN OCCASION WHEN TOP-HATS WERE IN A MINORITY.

An extraordinary scene occurred at the opening of the great bridge over Sydney Harbour on March 19. Just as the Premier of New South Wales, Mr. Lang, was about to perform the ceremony of cutting the ribbon across the southern end, a mounted officer, Captain de Groot, rode forward and severed it with his sword, shouting: "I declare this bridge open!" He was arrested, and the programme

proceeded. Captain de Groot was charged as "a person deemed to be insane," but was later released, being pronounced sane by mental specialists. He was then re-arrested on charges of maliciously damaging the ribbon, of offensive behaviour, and of threatening the police. Bail was accepted from the leader of the New Guard, of which Captain de Groot is a prominent member. He is a native of Dublin, was formerly in the 15th Hussars, and served in France from 1914 onwards. Until recently he was a fine-art dealer in Sydney. The summons against him was heard again on April 4, and was then adjourned. The opening of the bridge attracted an enormous crowd of spectators. A feature of the occasion was a pageant of thirty historical and floral tableaux, which moved in procession on decorated floats.

HOME NEWS IN PICTURES: NOTABLE OCCASIONS ILLUSTRATED.



THE "RED BOY" UP FOR SALE: THE FAMOUS LAWRENCE WHICH WAS WITHDRAWN AT £95,000 AT LAMBTON CASTLE.



THE LAMBTON CASTLE SALE: THE SCENE BEFORE THE AUCTIONEER'S ROSTRUM IN THE BANQUETING HALL, WHERE SOME NOTABLE ART TREASURES WERE DISPERSED.

Lawrence's famous portrait of Master Lambton, now popularly known as "The Red Boy," was put up for sale at Lambton Castle, Durham, on April 18. It was withdrawn at £95,000, though this was the highest bid ever made in this country for a work of art. Later it was rumoured that the picture had been sold by private agreement. Our readers will remember that we have twice illustrated this famous picture in colour in our pages—namely, in our issues of May 27, 1922, and January 4, 1930. As we write, its sale is not confirmed.



THE NATIONAL GOVERNMENT'S FIRST BUDGET: MR. NEVILLE CHAMBERLAIN ON HIS WAY TO THE CABINET MEETING ON APRIL 18.

In strict accordance with custom, the Cabinet met specially on the day before the introduction of the Budget (April 18), to consider and approve the financial proposals of the Chancellor of the Exchequer. Enormous interest attached to the presentation of this Budget, the first sponsored by the National Government. Doubtless the burning question of import duties—particularly on iron and steel—was discussed at this crucial Cabinet meeting.



IL DUCE'S "NAPOLEON—THE HUNDRED DAYS": A REHEARSAL-SCENE OF THE PLAY OF WHICH SIGNOR MUSSOLINI IS PART-AUTHOR.

A large and distinguished audience attended the first night of "Napoleon—the Hundred Days"—the play of which Signor Mussolini is part author—at the New Theatre on April 18. Among those present were Prince and Princess Arthur of Connaught. The play, which was presented in an English version by Mr. John Drinkwater, was very warmly received. Our illustration shows Sidney Carroll, the producer, in the centre; on the extreme left Miss Ellen Pollock as Hortense (Napoleon's daughter-in-law); and on the right Robert Atkins as Napoleon.



PHOTOGRAPHY IN THE DARK: A PORTRAIT-GROUP TAKEN BY INFRA-RED RAYS WITH A SPECIALLY DYED PHOTOGRAPHIC PLATE.

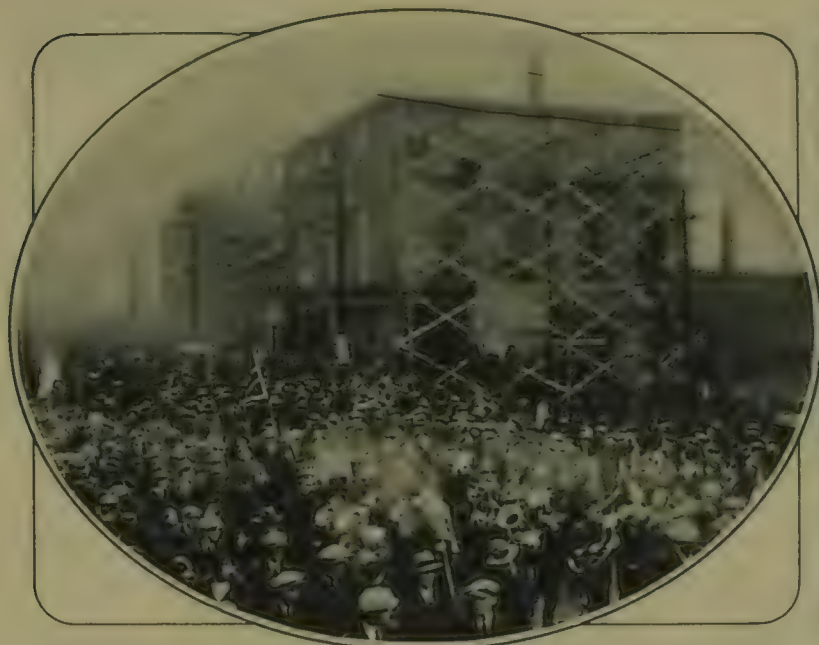
On our front page we reproduce a vase of flowers photographed in utter darkness. Here we give a portrait-group taken whilst the sitters posed in complete darkness, yet within the range of infra-red rays, which, although invisible to the human eye, were capable of recording, on a specially dyed photographic plate the images of the persons seen in the group. The exposure for this remarkable photograph was 4 seconds at 8 f., and it was made by Mr. Olaf Bloch on behalf of Ilford, Ltd., during a demonstration before the Royal Photographic Society.



THEIR MAJESTIES ATTEND A WEDDING IN WESTMINSTER ABBEY: THE KING AND THE DEAN OF WESTMINSTER.

The King and Queen attended the wedding of Lord Hyde to the Hon. Marion Glyn, at Westminster Abbey, on April 18. Lord Hyde is the son of the Earl and Countess of Clarendon, and godson to his Majesty; while the bride is the daughter of Lord and Lady Wolverton. Seven hundred guests were assembled, including some of the most distinguished figures in social, diplomatic, and political circles.

NEWFOUNDLAND'S PARLIAMENT BESIEGED BY A MOB: SCENES AT ST. JOHN'S.



A DEMONSTRATION WITHOUT PRECEDENT IN THE HISTORY OF NEWFOUNDLAND: A CROWD OF 10,000 PEOPLE MARCHING IN PROCESSION TO THE HOUSE OF ASSEMBLY IN ST. JOHN'S TO PRESENT A PROTEST TO THE GOVERNMENT.



THE ATTACK ON THE PARLIAMENT BUILDING: PART OF THE CROWD, ANGRY AT DELAY IN RECEIVING THE DEPUTATION, SURGING INTO THE PORTICO, SOME OF WHOSE PILLARS ARE SHOWN IN THE DETAIL PHOTOGRAPH BELOW.



MOB VIOLENCE AT THE PARLIAMENT BUILDING IN THE CAPITAL OF NEWFOUNDLAND: A DRAMATIC PHOTOGRAPH SHOWING PART OF THE CROWD SURGING AMONG THE PILLARS OF THE PORTICO (SEEN IN THE BACKGROUND OF THE RIGHT-HAND ILLUSTRATION ABOVE)—A SCENE DURING THE ATTACK ON THE HOUSE OF ASSEMBLY, IN WHICH THE PREMIER AND OTHER MINISTERS AND A NUMBER OF POLICE WERE BESIEGED.

Disturbances unprecedented in the history of Newfoundland occurred in St. John's on April 5. As the result of a public meeting held on the previous evening, some 10,000 people marched in procession to the House of Assembly, to present a resolution of protest against the Government's neglect to hold an inquiry into charges brought against certain Ministers of falsifying the Council Minutes. The procession was orderly, but, when there was a delay in admitting the deputation, part of the crowd got out of hand and surged against the Parliament building, smashing doors and windows. The police drew their batons, and in the ensuing fight several people, including policemen, were seriously injured. Eventually the police had to retire into the building, and the mob, now in control, proceeded to

loot the basement. All its contents—files, documents, and furniture, were destroyed. The Prime Minister, Sir Richard Squires, escaped from the House by a side exit, but was roughly hustled as he went to his car. On his issuing a statement afterwards that he would resign or seek a Dissolution within forty-eight hours, the crowd dispersed. Meanwhile a large force of special constables had been formed, and they helped to restore order. It was stated later that the House would resume its session on April 19, when a Dissolution would be asked for, and the Government would seek re-election under Sir Richard Squires' leadership. The cruiser "Dragon," which was ordered to Newfoundland, from Bermuda, on the outbreak of trouble, left St. John's on the 17th.

BOOKS OF THE DAY.

WE Britons are an ocean-going race, and always have been. The sea is in our blood, and when holiday time approaches our thoughts inevitably turn to places where "the waves make tow'rd the pebbled shore." Moreover, with the increase of facilities for ocean travel, coupled with a decrease in its cost, there is a growing tendency to seek recreation not only beside the sea, but on it. As the subject seems to be somewhat in the air at the moment, I have formed a little squadron of books, for this week's cruise, concerning various phases of the maritime life. To lead the line, I can find nothing more suitable than the reminiscences of one who probably knows as much about sea travel as any man alive, namely, "IN GREAT WATERS," Memoirs of a Master Mariner. By Captain S. G. S. McNeil, R.D., R.N.R. (retired). With sixteen illustrations (Faber and Faber; 15s.). Here, in straightforward sailorly fashion, the former Captain of the *Mauretania*, who retired last year after forty-seven years at sea, tells the story of his life, and discusses candidly important matters connected with the Navy, as well as the Mercantile Marine.

Now that he is "on the beach," Captain "Sandy" McNeil has taken up his pen and written many things which he never had time to write during his active career. "I have had ten years in sail," he recalls, "six years afloat on active service in the Navy, three years in every type of tramp steamer, including coal, lumber, and ore-ships, and twenty-eight years in first-class passenger ships." No wonder, then, that his book has many-sided interest, and is engrossing from the first page to the last, which describes how, during the last hour of his command, the *Mauretania* was within twenty feet of being rammed in Southampton Water by a French freighter. "It was a situation," he says, "which even the choicest adjectives of my sailing-ship days could not cope with." There he has my sympathy, for reviewers are specially liable to suffer from the "perishing of adjectives," as Mr. Frank Swinnerton points out in his recent work on the book trade. I want one of the opposite sort to those of the Captain's vocabulary, adequate to the salty tang of his reminiscences. They will appeal strongly not only to such as "occupy their business in great waters," but to those who go down to the sea in boat-trains.

The social side of life in a liner naturally finds place in a Cunard commander's personal log. Though touching upon it lightly, as he is "not writing a book in the style of the gossip-columns," yet in his chapter "At the Captain's Table," Captain McNeil gives some interesting glimpses and anecdotes of notable passengers. Twice we meet the present American Ambassador, first as Governor of Massachusetts and then as Secretary of the U.S. Treasury. Mr. Mellon is described as "a very fine character, a born gentleman of the old school, very quiet and rather severe"—not too severe, however, to give a big dinner party on board to celebrate a daughter's birthday. Among the guests were Mr. Ramsay MacDonald and Miss Ishbel of that ilk. Other passengers selected for allusion include famous boxers, tennis players, and film "stars," such as Gene Tunney, Helen Jacobs, Betty Nuthall, Charlie Chaplin, Douglas Fairbanks, and Mary Pickford. The simple and quiet domestic tone of the Fairbanks family party won the Captain's admiration.

Just now *The Illustrated London News* has rather a special fellow-feeling for nonagenarians. "One of the oldest Transatlantic travellers," we read, "is Mr. F. E. Hyde, who lives in New York City, almost next door to the Plaza Hotel. Although he has had both his ninetieth birthday and his ninetieth Atlantic crossing, he is as enthusiastic over most things as men forty years his junior. During one of his voyages to New York, when the subject of Prohibition was mentioned, he remarked that he had lots of stuff in his cellars that had been there for thirty and more years. He added that he never touched it now. Mr. Beverley Nichols and the wife of a prominent oil magnate both asked him at the same time, jokingly, if he was giving any away. 'Yes,' said Mr. Hyde, 'call on me, and I will give you all you want.' I heard later from Beverley Nichols," continues Captain McNeil, "that he and the lady arrived at the house one forenoon, each with the largest taxi that New York City could provide. Mr. Hyde made good his promise, and gave them all they wanted, but

it had to be consumed on the premises!" Perhaps Mr. Beverley Nichols will discover some material here for a new dialogue in the *Sketch*.

Every student of "the sea affair" of 1914-18, every citizen concerned—as taxpayer or otherwise—in our "first line of defence," will find abundant interest and food for thought in "SCAPA FLOW." A Naval Retrospect. By Captain D. J. Munro, C.M.G., R.N. With Introduction by Admiral Sir Herbert W. Richmond and twenty-four illustrations (Sampson, Low; 12s. 6d.). In 1904 the

author was appointed Assistant King's Harbour Master at Sheerness; in 1911 he became King's Harbour Master at Rosyth; and in 1913 he was transferred to the same post at Cromarty. The book is mainly an account of his far-sighted efforts, before the war, to induce the authorities to provide harbour-defences for protecting the Fleet against submarine attack, and floating-docks for repairs. He encountered much opposition, but he accomplished work of vital importance.

It is evident that, although no U-boat ever succeeded in penetrating into Scapa Flow, the possibility caused great uneasiness in the Grand Fleet, which might have been avoided if all Captain Munro's pre-war schemes had been carried out. "The Fleet upon which depended the whole Allied hopes of ultimate victory was being hounded from pillar to post. The advent of the submarine had made its life at sea precarious, but there ships could defend themselves. When anchored in port they were virtually defenceless against this hidden menace." As a study of naval preparations for war, the book is an indictment of official obtuseness and lack of imagination, with certain brilliant exceptions. "It is very difficult," says the author, "to place the blame for this state of affairs." It always is.

Looking back on the war, in the light of subsequent books about it from both sides, Captain Munro wonders

men—just the war. Contrast this with the British naval officers' ideas of discipline. Men and officers played together, boxed each other, ran races, pulled in boats, got up concerts, and otherwise amused themselves—even though there was 'a war on.' 'All work and no play makes Jack a dull boy.' That was the difference—the vital difference—between the two navies." The British sailor's spirit of comradeship and humour is well expressed on Captain Munro's title-page in a verse from a burlesque produced in H.M.S. *Monarch* in February 1916—

O come to Scapa Flow!
It's the place to spend the winter at,
The Beach is all the go!
We sit in the sun and wait for the Hun
"c/o of G.P.O."!

There are several points in common between the two books above mentioned. Captain Munro and Captain McNeil both remark, in almost identical terms, that there has been too much silence about "the silent Service," and that a little criticism is healthy. Both men, again, received their early training in sail, aboard merchant ships, and both books emphasise the great value of such training (recently advocated by the present First Lord for naval purposes) in teaching initiative, self-reliance, and resource in emergency. To-day there are signs that the Age of Sail is not quite so dead as is generally supposed. Apart from the prospective revival of sail-training in the Navy, books describing recent voyages in sailing-ships are now "as plentiful as blackberries."

Perhaps this renaissance of mast and spar literature is the result of having a sailor Poet Laureate. At any rate, it has attracted a well-known novelist to ship as "cabin boy" and to record his experiences, vividly and copiously, in "WINDJAMMER." The Book of the Horn. By Shaw Desmond. With ninety-nine photographs (Hutchinson; 15s.). "In this log of the ship I have called the *Albatross*," he explains, "I have allowed the impressions of each day to stand as they came to me, and as I put them down at sea, often when aloft, without attempt at 'fine' writing or smoothing of the rough corners. . . . For a lifetime I have dreamt of 'going round the Horn.' For over a year I have tried to get on to a Cape Horn, and at last I have succeeded." The *Albatross* showed him life in the rough, and Nature in her sternest moods. It is a story of unusual fascination, casting a flood of light on an ancient form of seafaring whose exponents have themselves been mostly inarticulate. The excellent photographs are equally revealing and dramatic.

Another seafarer, of longer experience than Mr. Desmond and already noted for several kindred books, returns to the subject in "SEA-DOGS OF TO-DAY." By A. J. Villiers, author of "Vanished Fleets," "By Way of Cape Horn," etc. With thirty-two illustrations (Harrap; 7s. 6d.). Mr. Villiers believes that the sea still has its romance, by steam as well as sail, and his book affords good evidence of his contention. His own experience has been mainly in sail, and most of his chapters have to do with that side of shipping, as, for example, those on the Erikson ships, the John Stewart Line, Captain Fearon's narrative, "Thirty-Six Times Round Cape Horn," and the "Garths" of Montreal. This last item is contributed by Sir William Garthwaite, "the man who, as head of the Sea Lion Sail Training-Ship Society, is going to bring back sail-training to England."

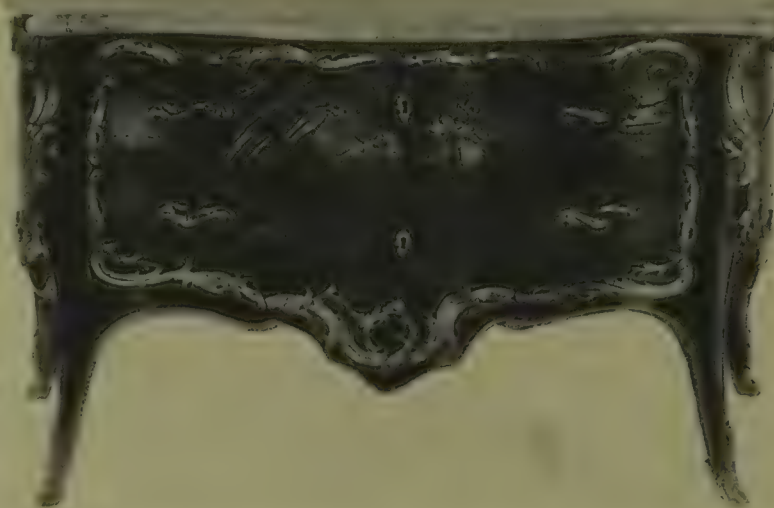
As a reason for including his story of Trawlermen of the Far North, Mr. Villiers observes: "I thought that eaters of fish might know a little more of how it is brought to them." They may gain still wider knowledge from "FISHERMEN AND FISHING WAYS." By Peter F. Anson, author of "Mariners of Brittany," etc. With Coloured Frontispiece and 150 Line Drawings by the author (Harrap; 7s. 6d.). Mr. Anson, who is also an artist of Academy standing, claims

descent from the eighteenth-century Lord Anson known as "Father of the British Navy." Besides describing conditions in modern fisheries, he recalls the methods of prehistoric times and classical antiquity, adding chapters on folklore and the superstitions of fishermen, their festivals, and their relation to the law. "Fisherfolk all the world over," he concludes, "are worthy of our infinite respect and admiration. For, as Sir Walter Scott so truthfully expressed it, 'It's no fish ye're buying. It's men's lives.'" C. E. B.



ONE OF THE TWO SPECIMENS IN THE BROOK HOUSE COLLECTION: A LOUIS XV. ORMOLU MANTEL CLOCK.

This is to be a lot in the sale of the Brook House Collection. It is described as follows: "A Louis XV. ormolu mantel clock; supported by a bronze figure of a rhinoceros, by Gouthiere. The clock is by Viger. 32 inches high." Clocks such as this are very rare; but the late Sir Ernest Cassel acquired two of them. The second is supported by a wild boar. It was purchased from the late Mr. Dickenson, who obtained it from the Imperial Palace in Vienna, giving £1200 for it.



A LOT IN THE SALE OF THE FAMOUS BROOK HOUSE COLLECTION: A LOUIS XV. COMMUNE BY J. DEMOULIN.

This is described officially as follows: "Of fine black lacquer, by J. Demoulin. Stamped with chased ormolu mounts in the manner of Caffieri. 66½ inches wide." As we note above, it will be a lot in the sale to be held in Brook House, Park Lane, the London residence of Lord and Lady Louis Mountbatten, on May 23 and the four following days. It need hardly be said here that the Brook House Collection is deservedly famous. The auctioneers will be Messrs. Puttick and Simpson, of the Sir Joshua Reynolds Galleries, 47, Leicester Square, W.C.2.

how the German Navy, admitted superior in many details, was forced to surrender. He ascribes her defeat at sea to two factors: (1) That German naval strategy was subject to military interference; (2) German naval discipline failed to maintain the morale of the crews. "The German officer," he writes, "was much too serious in his dealings with his men. To him 'war was war,' and nothing more. No cricket, no boxing, no football, no concerts, etc., to take the men's minds off their plight—no sympathy between officers and

Sequel to a Historic Voyage: A Tribute to Vasco da Gama.

FROM THE WATER-COLOUR BY HENRY C. BREWER, EXHIBITED IN THE ROYAL ACADEMY OF 1930. REPRODUCED BY COURTESY OF THE OWNER, MR. H. R. MILLER.



"THE DOORWAY OF THE MONASTERY AT BELEM, PORTUGAL," BY HENRY C. BREWER: A BUILDING IN HONOUR OF VASCO DA GAMA, TO BE SEEN BY VOYAGERS TOUCHING AT LISBON.

The subject of Mr. Brewer's masterly water-colour, the Convento dos Jeronimos, at Belem, a suburb of Lisbon, is intimately associated with sea voyages. It stands on the site of a Seamen's Home founded by Prince Henry the Navigator, and there Vasco da Gama spent the night before he started (on July 8, 1497) on his great voyage of discovery. There, too, he was received on his return, in 1499, by King Emmanuel I. "The King" (says Baedeker) "had vowed to erect

here a convent to the Virgin if the enterprise was successful, and he laid the foundation-stone of the building within a few weeks of the explorer's return. The church and cloisters form the finest example of the so-called *Arte Manuelina*, or style of Emmanuel, a late and exuberantly rich development of Gothic. On the suppression of the convent in 1834, its buildings were assigned to the *Casa Pia*, an orphanage established by Maria I. about 1785."

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS



Love of the sea and of sea travel, so characteristic of our people, is no longer the prerogative of the millionaire, but can be gratified even by those of moderate means. All the great steamship companies now run short cruises, of three days up to three weeks, to Scandinavia, Spain, Portugal, the Mediterranean ports, and those islands of sunshine, Madeira and the Canaries. Other short trips allow the voyager to see our own beautiful coast scenery. The modern liner, with all its luxuries, facilities for sport, swimming pool, and excellent cuisine, becomes a mobile tourist centre, taking its fortunate guests to view the wonders of the world and visit strange scenes and strange peoples in the maximum of comfort. Our illustration shows some of the lands served by these tours, ranging from those of a few days to a fascinating voyage round the world. Surrounding the two maps are typical ships available for the ocean tourist, and behind them their house flags, symbols of distinction as proudly flown as the national flag. Many of these flags have a long history, while the ships have constantly

increased in size and efficiency until to-day they are aptly termed "floating palaces." Nowadays the popularity of a holiday on the sea instead of by the sea has spread throughout the country, and this summer all the world and his wife can taste its delights. To those able to make the longer voyages, the most beautiful, romantic, and historic parts of the world are accessible. In a luxurious liner they can voyage thousands of miles up the mighty Amazon, or feel the mystery and glamour of the East, or escape the English winter by seeking sunshine in the West Indies or South Africa. Fares are cut to a minimum. So popular have ocean holidays become that there is great demand for accommodation, and it is advisable to book a passage early to secure the favoured cabin. Further details of facilities offered by shipping and travel organisations appear elsewhere in this issue. We should add that, besides Cruise No. 4 to Mediterranean ports, the Lloyd Triestino Line operates weekly from Trieste and Venice or Genoa, and calls at Piræus, Istanbul, Rhodes, Cyprus, Beyrout, Haifa, Jaffa, Alexandria, Sicily and Naples.

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The Morris Oxford takes its place naturally and gracefully at all functions. For it is equally at home in the free and easy atmosphere of a point-to-point as in the formal austerity of a reception. Quiet and quick in traffic, the Oxford can set the stiffest of paces on the open road—and always with that air of easy unconcern.

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The World of the Kinema.

By MICHAEL ORME.

"TO MAKE A ROMAN HOLIDAY."

A VERY human curiosity to peep "behind the scenes," the same curiosity that prompted us, in our extreme youth, to work havoc on father's watch because we wanted to see the wheels go round, and, a little later in life, plunged us into a fever of conjecture as to how the conjurer "does it," has elicited a certain amount of information about the technical side of film-photography. If the amazing effects achieved by trick camera-work and all the cunning devices of the studios are still able to baffle and to excite, this is due not only to the immediate emotional response brought about by the perfection to which such "effects" have been brought, but also to the inability of the lay mind, generally speaking, to grasp, and certainly to memorise, the mechanical ingenuity and detail involved in the staging of sensational realism. For studio publicity is both garrulous and informative, being well aware that a smattering of knowledge on the part of the public stimulates interest and has no power whatsoever to rob any future "sensation" of one iota of its thrill. Thus the experienced film-goer has come to talk glibly of "fakes" and "table models" and "double-exposure" and all the rest of the technical dodges. Though at the moment his reaction to the amazing traffic of the screen is as strong as his less sophisticated neighbour's—providing the "fake" be imperceptible—he is even inclined in the aftermath of contemplation to underrate the element of personal risk that has gone into the preparation of his entertainment; to dismiss the breathless trepidation caused by the ultra-realistic in an airy reference to trick photography.

But it still remains a most difficult job for the layman to recognise exactly where trickery ends and sheer reality

begins. Nor is it possible to lay the balm of that much-abused word "fake" to our uneasiness when we envisage the perilous professions cheerfully embarked on to make a Roman holiday. The handsome remuneration attached to recklessness is, of course, the primary consideration



"THE SILENT VOICE," WHICH WAS PRESENTED RECENTLY AT THE REGAL AND LONDON PAVILION: GEORGE ARLISS AS ROYALE, THE DEAF VIOLINIST, PREPARING SURPRISE GIFTS FOR POOR CHILDREN.

Royale, a musical genius, becomes stone deaf through an explosion, and in his terrible affliction loses all faith in God and humanity. He is persuaded to study lip-reading, and when he becomes proficient, he follows the conversations of grown-ups and children in a park opposite his home, learns of their troubles, and finds a fresh interest in life in helping them. This restores his faith in God and humanity, and he eventually finds contentment and happiness.

of the professional "stunter." To a member of the public, however, it is an index to humanity's avidity for the sensationally dangerous. The recent and still persisting vogue for aviation dramas has provided the film-makers with a field rich in daring and disaster; nor is there—at least for the "doubles" hidden behind the personalities of the heroes for whom we tremble—any question of "fake" in the thrills so generously provided. Radio Pictures, Ltd., whose latest picture is based on a story written by one of the arch-stunters himself, publish some facts about this "dare-devil aviator" which give one furiously to think.

A small, slim, and quiet young man, Dick Grace looks upon flying as a mere matter of business—so many hundred pounds per crash. Five hundred is the figure quoted. His real hobby is writing, and he has already three profitable books to his name, with commissions for as many more as he can manage. Yet he risks his neck, which has been broken; his back, which has been dislocated; his limbs, which bear the scars of four-and-thirty sensational crashes, *pour épater les bourgeois!* He has survived most of his colleagues of the original "Squadron of Death," and seen the rest of them crippled. His contract provides for a possible and most probable sojourn in hospital "after the event," as well as for a rescue crew equipped with every implement necessary to extricate the "stunter" from his wrecked and burning ship. In his second-hand planes, bought for the purpose of crashing, with an eye to their structural suitability—an open cockpit, for instance, from which a man may more easily be thrown clear!—he obliges with a sharp nose-dive earthwards at 80 to 150 miles an hour, the impact having been nicely calculated beforehand to catapult him out of his ship. In an "ordinary crash" he endeavours to side-slip so that the wings bear the first brunt of the blow. Evidently an "ordinary crash" holds no more terrors, excepting that of fire, for Mr. Grace. But his latest "stunt" in his own picture was a "chandelle" into the sea, which, he admits, held a double danger: firstly the incalculable force of the impact on water, and secondly the danger of drowning, since he is always knocked unconscious by his crashes. With the rescue-crew close at hand, and his own successful manœuvring, he apparently escaped

unscathed, since he lives to tell the tale. Incredible young man! Is his the folly, or is it ours whose palpitations are worth so much money that not only he but any number of intrepid pilots are ready and eager to fill up the gaps in the decimated ranks of the air-crashers?

Beside such examples of lone courage—for who would deny the courage even though the cause, except from a financial point of view, seems incommensurate with the performance?—such daily risks as are run by all film-makers who leave the studio and the beaten track in quest of excitement would seem to pale. Yet the director of the travel-picture, the jungle-drama, or any screen story in which wild animals play a prominent part, has his fair share of peril; with, however, this important difference—that the risk is faced by several, and is not the deliberate aim of the director. Mr. W. S. Van Dyke, who made "White Shadows of the South Seas," and is responsible for the new Metro-Goldwyn-Mayer picture, "Tarzan, the Ape Man," has voiced some of his experiences with wild beasts in a recent interview, wherein he speaks of his African expeditions. According to Mr. Van Dyke, it is a comparatively easy matter to secure scenes of animals in flight, but when it becomes necessary to include them in an ensemble scene, or to "shoot" them advancing towards the camera, then the fun begins. After weeks of patient stalking and careful "nursing," the animal-actor is liable to be stubborn. Under such conditions the only solution is to excite the beast so that he charges straight at some object, which may be the camera or an unfortunate hench-



THE MUSICAL GENIUS WHO HAS LOST HIS HEARING: GEORGE ARLISS, AS ROYALE IN "THE SILENT VOICE," SMASHES HIS VIOLIN IN DESPAIR.

man. In either case the situation, though it may contain admirable entertainment values, must be distinctly uncomfortable. For, to quote Mr. Van Dyke, "a lion is just as liable to climb on a camera-man's neck as he is to swerve before reaching the tripod when blank cartridges (or bullets if necessary) are fired at him."

In addition to the resource and patience needed to coax suspicious and unwilling animals into the required line of action, their unpredictable moods are an ever-present source of danger. The director needed a herd of hippopotami, duly corralled over-night, to participate in a sequence wherein the human company had to pole its way across a lake on a frail raft. But when all was in readiness, the hippos went on strike. Like the proverbial horse, they were easily brought to the water, but nothing would make them enter. Eventually, all efforts were concentrated in urging forward the monumental leader of the herd, and a movable wall of reflectors was focussed on to the recalcitrant animal. Just as he seemed about to yield to this novel form of attack, he turned and charged, crashing right through the alarmingly shiny barrier, and scattering the men behind it in headlong flight. "That," says Mr. Van Dyke, "ended our attempt at picture-making that day."

If, then, it becomes imperative for each camera-man to have a guard stationed next to him ready to deflect as best he can the fury of the great jungle beasts deliberately harried (for our ultimate delectation) into a state of frenzy; if all and sundry engaged in this risky job must be prepared to snatch up their equipment a tany moment and run for dear life, and if intrepid pilots are willing to hazard every kind of crash their directors choose to indicate; it is obvious that the disregard of personal safety in reaching for the top-notch of screen sensation far outweighs the leaven of artifice which we are prone to attribute to the Conjurers of the Camera.



"LILY CHRISTINE," THE FILM WHOSE PREMIÈRE THE PRINCE OF WALES HAS ARRANGED TO ATTEND: CORINNE GRIFFITH AS THE SHORT-SIGHTED HEROINE, WITH HER ALL-IMPORTANT SPECTACLES.

The Paramount British Productions' screen version of Michael Arlen's "Lily Christine" is having a royal "première," as it is being given at midnight on Thursday, April 28, at a special performance at the Plaza in aid of the League of Mercy.

TO BE OPENED BY THE PRINCE OF WALES TO-DAY: THE NEW

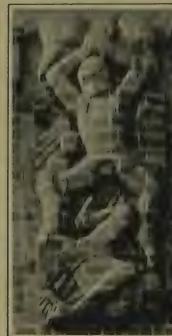
SHAKESPEARE MEMORIAL THEATRE AT STRATFORD-ON-AVON.



A FRONT VIEW OF THE NEW MEMORIAL THEATRE, WHICH IS TO BE OPENED TO-DAY: THE MAIN ENTRANCE, ABOVE WHICH MAY BE SEEN THE FIVE BRICK SCULPTURES BY ERIC KENNINGTON.



SHOWING THE "RECESSED" LIGHTING IN THE CEILING: THE AUDITORIUM, WHICH HAS BEEN CALLED "EASILY THE LOVELIEST IN EUROPE."



THE VERY STRIKING BRICK SCULPTURES OVER THE MAIN ENTRANCE, BY ERIC KENNINGTON: DECORATION THAT HAS CAUSED CONSIDERABLE CONTROVERSY.



TYPICAL OF THE INTERIOR ARCHITECTURE: THE MAIN STAIRCASE, AND, AT THE BOTTOM, THE FLOOD-LIT FOUNTAIN CALLED "EXODUS."



THE PROSCENIUM, SHOWING THE PAINTED SAFETY CURTAIN WITH A PORTRAIT OF SHAKESPEARE IN THE CENTRE; THE "APRON" STAGE LET INTO THE AUDITORIUM; AND MINSTREL GALLERIES AT EITHER SIDE.

April 23 is to be a day of great festivity at Stratford-on-Avon. The opening ceremony of the Shakespeare Memorial Theatre, built to replace the old theatre which was destroyed by fire six years ago, is to be performed by H.R.H. the Prince of Wales, and attended by a company of distinguished visitors representative of the Empire and of many foreign countries. No more suitable date for the ceremony could have been selected, for April 23 is not only St. George's Day, but the traditional birthday of Shakespeare as well as the date of his death. The architects, Miss Elizabeth Scott and her partners, Mr. Shepherd and Mr. Chesterton, are to be congratulated on having completed their work in time. At the commemoration luncheon, which will be held before the arrival of the Prince, the Mayor, Sir Archie Flower, is to preside, and the toast of "The Immortal Memory" is to be proposed by Sir Frank Benson. Mr. Baldwin,



BUILT BY PUBLIC SUBSCRIPTIONS FROM ALL OVER THE WORLD: A VIEW FROM THE RIVER OF THE NEW MEMORIAL THEATRE, THE ARCHITECTURE OF WHICH HAS AROUSED THE KEENEST INTEREST.



WHERE VISITORS MAY LAND BY BOAT FROM THE AVON: A TERRACE ON THE RIVER SIDE OF THE NEW THEATRE, SHOWING THE TYPE OF BRICKWORK USED.



BRICK COLUMNS SCREENING THE RUINS OF THE OLD THEATRE, WHICH WAS BURNED DOWN IN 1926, AND WHICH THE NEW BUILDING IS DESIGNED TO REPLACE.

M. de Fleuriau, the French Ambassador, and Mr. Andrew Mellon, the American Ambassador, are also to speak. The luncheon will be followed by the ceremonial opening of the theatre, at which the Prince of Wales's speech is to be broadcast throughout the country and relayed to America. His Royal Highness will then attend the opening performance of a Shakespeare play, given by the Shakespeare Festival Company under the direction of Mr. W. Bridges Adams. Before the curtain rises, an ode specially written for the occasion by Mr. John Massfield, the Poet Laureate, is to be recited. As to the theatre itself, it may be said that the exterior aspect has met with some criticism, chiefly on the grounds of an excessive austerity. No one, however, should form an opinion of the building until he has seen the interior, where the auditorium is adorned with a symphony of subtle colouring, of which the basic notes are black, red, yellow, and silver.

A PAGE FOR COLLECTORS.

CHINESE PORCELAIN BIRDS.

By FRANK DAVIS.

their coats of arms to have them faithfully copied on to dinner services.

The Chinese connoisseur (it is sometimes forgotten, by the way, that the Chinaman was collecting works of art long before William of Normandy brought to a successful conclusion his pirate raid on our southern coast) had no particular liking for this type of export porcelain, but the workman, with his heritage of high technical skill, had no difficulty in satisfying barbarian tastes,

and in addition brought to his task that extraordinary feeling for the animal creation which has on many occasions been noticed on this page.

On the whole, birds do not figure very frequently in Chinese decoration: without quoting chapter and verse, or passing in review a whole series of examples of ancient pottery and porcelain, I think one can say that flowers and dragons are more popular than birds. This is as true of primitive periods as of the eighteenth century; yet, however early the example, there is this uncanny understanding of Nature. I cannot illustrate this characteristic Chinese virtue better than by referring to the delightful little pottery figurine belonging to Mr. H. J. Oppenheim, and representing a man feeding

his pet bird, which was illustrated in our issue of Sept. 19, 1931. In this masterpiece the natural poise of the bird's body as it stretches forward to reach the tit-bit the man is holding out to it is nothing short of marvellous.

This is a serious and, if you like, quite unconscious little work of art. Let us plunge through the centuries—through nearly one thousand years, for the man and the bird date from the Six Dynasties period—until we reach something entirely different in character and outlook—something very sophisticated and intentionally funny—the godling and the crane of Fig. 4. This is Shou Lao, the god of longevity, seated upon a crane. But with what skill is this odd bird given the breath of life! How natural the turn of its head! How intelligent its eye! With what exquisite art would Lafontaine have written a fable about it, had the great Frenchman been born a few years later!

Among the innumerable deities of Taoism, Shou Lao is by no means the least important, and is frequently shown seated upon a crane, a bird which, according to Chinese legend, attains the patriarchal age of a thousand years or so. When it reaches a mere six hundred years it no longer needs food, and lives for its remaining span of life on water only. To what extent old customs are surviving in modern China I have no exact knowledge, but up to quite recent times it was not unusual, in the case of the funeral of a wealthy man, for an image of the dead person to be placed

in a wheeled chair drawn by a paper crane. The bird would then carry off the departed soul to heaven. Of equal popularity with the crane among the Chinese was the phoenix (Fig. 2), from the following day's sale. There are many

allusions in Chinese poetry to the virtues of the male and female phoenix. This fabulous bird, like the mandarin duck, is the emblem of conjugal fidelity, and

jade girdle-ornaments, with double phoenixes, were frequently given as love-tokens between husband and wife.

The eighteenth century conceives the creature as a sort of pheasant, but a more ancient and more imaginative account describes it as having a hen's head, the eye of a man, the neck of a serpent, a locust's viscera, a swallow's brow, and the back of a tortoise. If, in its flight, it descends to earth, all the birds gather round it, and pay their humble respects—as well they might!—It must, alas! be unknown in China to-day, for it only condescends to visit the land when the kingdom is tranquil and its rulers are fond of peace.

The last sale at Sotheby's of a similar character was the Jodrell dispersal in 1929. Up to now this sale has held pride of place in market annals for the average prices obtained, but individual examples elsewhere have also fetched extremely high prices. At Christie's last season, a pair of ducks (Chien-Lung period), belonging to Mr. Hirsch, made £945; while in 1929, at the same rooms, a pair of remarkable phoenixes of the K'ang-hsi reign, reached the astonishing figure of 1350 guineas.



A GOOD many people are looking forward with great interest to a sale at Sotheby's fixed for May 4 next, and are wondering whether this dispersal will mark any decline in price levels for the particular class of property that will then be offered.



1. A PAIR OF GANNET-LIKE BIRDS, DATING FROM THE REIGN OF CHIEN-LUNG, WHICH WERE SHOWN AT THE CHINESE EXHIBITION AT BERLIN, 1929: TWO PIECES WHICH WILL FIGURE IN THE SALE ARRANGED BY SOTHEY'S.

The collection is justly described by the auctioneers as remarkable, and it consists almost entirely of Chinese porcelain figures of birds. For many years past such porcelain figures as are illustrated on this page have been extremely popular, and quite considerable prices have been realised, £500 to £700 being not uncommon for a pair of genuine and fine examples. I was always under the impression that the main market for such things was Berlin, and that Paris dealers bid only to re-sell to Germany; but I have since been assured that the demand for these very graceful and attractive creatures is world-wide, and extends from London round the globe and back again—with the exception of the country of their origin. It must be understood that all such birds were made originally not for home consumption, but to adorn the mantelpieces of Europe. The Chinese were quick to adapt their ceramic industry to the demands of the Western nations as soon as trade became really active, towards the end of the seventeenth century; and the London newspapers of the first half of the eighteenth century contain numerous references in their advertisement columns to the arrival of consignments from the Far East. It was a time when no gentleman's house was complete without its cabinet of newly imported Chinese porcelain, and English families, as is well known, sent out drawings of



3. ONE OF A PAIR OF CHINESE PARROTS OF THE K'ANG-HSI PERIOD: A PIECE WITH A GREEN GLAZE, WHICH WILL FIGURE IN THE SALE ARRANGED BY SOTHEY'S.



2. ONE OF A PAIR OF EIGHTEENTH-CENTURY CHINESE PHOENIXES: A VERSION OF THE FABULOUS BIRD, STRANGE TO WESTERN EYES, WHICH WILL FIGURE IN THE SALE ARRANGED BY SOTHEY'S.



4. SHOU LAO, THE CHINESE GOD OF LONGEVITY, SEATED ON THE BACK OF A CRANE, A BIRD WHICH, ACCORDING TO CHINESE LEGEND, LIVES FOR A THOUSAND YEARS: A CHIEN-LUNG PIECE WHICH WILL FIGURE IN THE SALE ARRANGED BY SOTHEY'S.

ANIMALS IN CHINESE ART: PORCELAIN OF THE CH'ING DYNASTY.

PHOTOGRAPHS REPRODUCED BY COURTESY OF MESSRS. SOTHEY AND CO. (SEE ALSO ARTICLE OPPOSITE.)



A PAIR OF HORSES OF MONGOLIAN TYPE, SADDLED AND BRIDLED, WITH AUBERGINE MARKINGS ON A YELLOW GLAZE, THE SADDLE CLOTHS IN GREEN; AND (IN THE MIDDLE) A PAPER-WEIGHT IN THE FORM OF A RECUMBENT HORSE, WITH HEAD TURNED BACK, THE MANE AND TAIL IN WHITE, THE REST IN DAPPLED AUBERGINE, THE HOOFES YELLOW, THE BASE GREEN: ATTRACTIVE EXAMPLES OF CHINESE PORCELAIN OF THE K'ANG-HSI PERIOD.

A HOUND OF SMALL SIZE WITH YELLOW GLAZE AND AUBERGINE TAIL, OF THE K'ANG-HSI PERIOD.



A K'ANG-HSI MOUSE, HOLDING IN ITS MOUTH A SMALL FRUITING BRANCH OF BERRIES, IN GREEN AND BLACK, THE REST IN SHADES OF AUBERGINE.



A K'ANG-HSI TIGER, OR LARGE CAT, SEATED ON ITS HAUNCHES, AND COVERED WITH A BRILLIANT YELLOW GLAZE.



CHINESE DOGS: A PAIR OF HOUNDS (TOP ROW, LEFT AND RIGHT), WITH MOUTHS OPEN, COVERED WITH A BRILLIANT GREEN GLAZE; BETWEEN THEM A GROUP OF TWO PLAIN WHITE DOGS; (BELOW, LEFT AND RIGHT) A FINELY MODELLED PAIR OF HOUNDS COVERED WITH A DARK AUBERGINE GLAZE; AND BETWEEN THEM A LARGE FIGURE OF A HOUND COVERED WITH AN IRON-RED GLAZE—ALL OF THE K'ANG-HSI PERIOD, EXCEPT THE MIDDLE FIGURE OF THE BOTTOM ROW, WHICH IS OF THE CH'EN LUNG PERIOD.

The Ch'ing dynasty of the Manchus succeeded the Ming dynasty in 1644, and ruled China in uninterrupted succession until the Empire was overthrown in 1912. The last of the Ch'ing Emperors, Hsuan Tung, is now head of the new Manchurian state. By 1680 the Ch'ing dynasty had pacified the country and firmly established its rule, with the result that three great Emperors, K'ang-hsi (1662-1722), Yung Cheng (1723-1735), and Ch'ien Lung (1736-1795), were able to devote attention to an enlightened patronage of the arts. During the

K'ang-hsi period the imperial porcelain factory at Ching-tê Chên produced notable work, distinguished for its strength, minuteness, and brilliant colouring, but marked by a certain conventional stiffness in contrast to the easy grace of the preceding Ming and the succeeding eighteenth-century styles. The figures which we reproduce here—all, with one exception, of the K'ang-hsi period—illustrate the charming work done at this time in representations of the animal world. They are to be sold by Messrs. Sotheby on May 5.



NOT A ROOM IN A TUDOR MANSION TRANSFORMED INTO A COUNTRY CLUB, BUT A DE LUXE CABIN IN A MODERN ENGLISH MOTOR-SHIP: THE CHARM OF SIMPLICITY AND SUITABILITY AS IN EVIDENCE IN THE "WINCHESTER CASTLE."

HOLIDAY-MAKING IN THE 1932 MANNER: LIFE LUXURIOUS, HOMELIKE, AND SPORTING



AFTER THE SPLENDOURS OF SCANDINAVIAN SIGHTSEEING IN THE DAY, THE JOYS OF CARNIVAL AT NIGHT!—THE DANCE DECK OF THE B. AND N. BOAT, "STELLA POLARIS."

PLEASURE-CRUISE BY OCEAN LINER. IN BRITISH SHIPS: AMENITIES OF SEA TRAVEL.



SUN-BATHING IN A LINER DURING A SHORT PLEASURE-CRUISE: "DOLCE FAR NIENTE" BY THE SIDE OF THE SWIMMING-BATH OF A TYPICAL ORIENT BOAT.



THE LITTLE INTIMATE LUXURIES OF A PRIVATE YACHT, COMBINED WITH THE SOCIAL PLEASURES OF A LARGE CONGENIAL COMPANY ON BOARD A B. AND N. MOTOR-YACHT: THE BED-ROOM OF A SUITE ON THE MOTOR-YACHT "STELLA POLARIS."

THE MEASURE OF "DOING THINGS REALLY WELL": AT DINNER-TIME IN A FIRST-CLASS CABIN SALOON ON A UNION-CASTLE LINER.



THE COUNTRY-HOUSE SPIRIT AFLOAT: THE FIRST-CLASS VERANDAH ON THE R.M. M.V. "WINCHESTER CASTLE."



THE RELAXATION OF HUMOROUS DECK GAMES ABOARD: AN AMUSING RACE ON SPORTS DAY IN A CUNARD LINER.



MENTAL RECREATION IN A VERY CONGENIAL ATMOSPHERE: A CORNER OF A FIRST-CLASS READING AND WRITING-ROOM IN A UNION-CASTLE LINER.



THE MOST UP-TO-DATE WAYS OF PHYSICAL RECREATION INSTALLED IN A LINER: THE WELL-EQUIPPED GYMNASIUM IN THE "WINCHESTER CASTLE."



A SYBARITIC HEIGHT OF LUXURY ABOARD A LINER: IN THE MOTOR-SHIP



A SWIMMING-POOL THAT HAS ITS OWN BAR "WINCHESTER CASTLE."



WHERE HOSPITALITY IS REDUCED TO A FINE ART: ANOTHER DELIGHTFUL AND UP-TO-DATE COCKTAIL BAR IN THE "WINCHESTER CASTLE."

This year brings a new era in cruising—typified, perhaps, by the fact that the "Berengaria," the mightiest Cunarder, is to take Bank Holiday-makers to Madeira and back. The short cruise has been brought within the reach of the many who, in the ordinary way, would be prepared to lay out some £25 in journeying to a watering-place and spending ten days or so there. Now the pleasure-seeker is offered the temptation of a holiday on the sea, instead of by the sea. He—and this must include She—may have had experience of a Channel crossing, and have formed his idea of ocean travel on the misery a few hours between England and Europe can bring in really rough weather. Let him forget any such unfortunate impression!—and concentrate on the amenities—the luxuries—that the enterprise of the various shipping companies offer him. The "Union-Castle Line," for example, has long studied the needs and

the whims of the human being at sea: there are not very many seaside hotels that could boast what the "Winchester Castle" gives to its patrons. She, and the other ships of the "Castle" fleet, will take the landlubber (who by now has quite forgotten his misgivings and his Channel-crossing memories, in the contemplation of the floating paradise) to Madeira, Grand Canary, or Tenerife, first-class, without his overstepping his £25 limit; or will introduce him to Northern Europe for rather less. Showing the Englishman Scandinavia and Northern Europe is a speciality of the B. and N. Line, and of the Orient Line. Not only will these magicians rest you and broaden your outlook at once on their cruises; but round the North Sea and the Baltic they will reveal to you strange sights and sublime scenery that you could not find, alas! at your watering-place—no matter how long the pier, or how energetic the band on the parade!

BE THANKFUL FOR THE SEA!

By PETER BLUE.

SALVATION for our ships. Salvation from our ships for our health, our optimism, our whole outlook on life. The rapid growth of the vogue of sea holidays is cause for thankfulness indeed. Not many months ago, hundreds of splendid ships were lying idle. The Cinderellas of commerce, they were the first to feel the effects of the industrial slump. Freights were scarce and unremunerative. Passenger traffic had dwindled to comparatively negligible proportions. The outlook was indeed black, but it is the darkest hour which precedes the dawn. An enterprising company conceived the idea of sending one of their finest ships on a week-end cruise at nominal fares. The result all the world knows. The novelty appealed; the experiment was an instantaneous success. The ship sailed with over 600 first-class passengers, and hundreds who had applied too late for rooms were left behind. The news quickly spread and other trips on similar lines were soon announced. Within the space of a few weeks short sea holidays on luxury liners were planned in all directions, and the dawn of a new prosperity had come to the shipping industry. Since that time, steamship companies have vied with one another in offering the maximum of luxury and delight at the minimum of expense. This form of holiday has developed beyond all conception. The potentialities are far from being exhausted; yet there are still countless numbers of people who have yet to experience the pleasure of their first pleasure cruise.

The adjective "pleasure" scarcely does justice to the subject. To join one of these happy "ship parties" brings far more than ephemeral pleasure; it may well make all the difference between breakdown and welfare. At a time when everyone is seeking an opportunity for "re-conditioning," it is the chief claim of a sea holiday that it does give an opportunity to improve the health and to rest and expand the mind. Apart from personal reasons, it is cheering to reflect that every employed ship means better times for the shipyards and the mines, as well as the crews and administration, and many who have suffered hard times in recent years—not forgetting the patient shareholder! It is cheering, for their sake, as well as that of the lucky folk who have already secured their cabins, to know that several mammoth vessels are already fully booked for coming cruises—so long as you take this as a warning to yourself not to delay indefinitely the matter of your own accommodation on some other "transport of delight."

Reaction from crises to cruises is natural enough. We have had enough of unrest, political and economic, and we have deliberately and eagerly cultivated sea-fever as an antidote. Ergo, we are going to take a jolly good tonic—with special emphasis on the adjectives—enjoying ourselves as we never did before. A transport of delight? Yes, literally.

Part of the onus may be ascribed to the Poet Laureate. For you will remember his tempting picture of "a tall ship and a star to steer her by"—

which was all he wanted to capture the perfect holiday. If St. George's Day finds you still with the holiday question undecided, I can strongly recommend, for the sake of your peace of mind, and your infinite gain, that you promptly hitch your intentions to that same star, consult the oracle which appears resplendent in this paper, and—thank goodness (and your lucky star) for the sea! A week by the briny is all very



THE FINE STEAM-YACHT "KILLARNEY," OF THE "COAST" LINE: ONE OF A NUMBER OF STEAMERS ON WHICH CRUISES ROUND THE SHORES OF THE HOMELAND MAY BE ENJOYED.

The "Coast" Line steamships and yachts make it possible to see Britain from a new angle. Many who, for instance, have been familiar with the shores of Wales or of Cornwall from childhood, will find their favourite haunts take on a new beauty when seen from the sea, on a trip to the Channel Islands and St. Malo, and back. Cruises from Liverpool to the Scottish Fjords are one of the company's most fascinating "propositions."

well, but a few weeks on the briny is worth a year at Slocum-on-the-Beach, even if you only measure the value in terms of the merry yarns from laughing



THE UNIQUE SCENERY OFFERED TO SIGHTSEERS BY WATER IN NORWAY, WHERE DEEP-WATER FJORDS RUN FAR INLAND: A "WHITE STAR" LINER AT MEROK. Outstanding among the cruises planned by the "White Star" Line are the Whitsun week-end and August Bank Holiday voyages in the famous "Olympic."

fellow rovers and the quiet sleep and romantic visions which are the natural inheritance of those who go down to the sea in ships.

Of course, we are not all blessed with Mr. Masfield's simple taste, though one does well to make a virtue out of necessity. When it comes to the point, the average man will want more than a star to guide him by. I am (I hope) an average man, and I will not mince matters about it. That is just the point. The average man choosing a maritime holiday gets first-class luxury for third-class price. He voyages magnificently. He revels to his heart's delight in the blessed ease of a cushioned chair on a sunlit deck; in gazing at new coastlines rising up from the blue; in watching or taking part in games, and all the happy life on board. The average woman, no less, will revel in these things, and for her there is the added excitement of shopping in many a foreign fairyland. It was Emil Ludwig who told us that the most fortunate of his many travels abroad was the occasion when he first put the sea between him and a land beset with noise; no more than a quarter of an hour on shipboard, and he found it "hard to understand how eyes, nose, and ears had been able to endure a landsman's life so long."

Confronted on every hand, as we are, by alluring posters of brilliantly (if scantily) clad Psyche's posing on the brink of steamship swimming-pools; and charmed by many coloured pictures of delights which await us overseas, it is difficult to resist a resolve to embark early and avoid the rush. After all, why resist it? If you want real romance, the sea is the place for you. Once aboard ship you can surrender yourself to days of glorious laziness, or days of festive carnival, as you prefer. New friendships; refreshing sea-breezes; cuisine in perfection; willing and efficient personal service; dainty cabins, thoughtfully appointed; dancing, swimming, sun-bathing, and other forms of excitement for those who require it; rest for those who long for it; fascinating shore excursion—where you have some of the joys which are available to those who elect to go cruising for their holiday.

Even if you are only going to sea for the basest of reasons—merely to enjoy the delicious food they give you—you will find romance in every mouthful. And what an egregious appetite you will have acquired! None of the conventional "morning after the night before" feeling will haunt you on board. You can have your early tea at whatever unearthly hour you choose to summon your faithful steward, and an armful of luscious fruit will probably accompany it. You can have a real breakfast at your accustomed hour, if you have the patience to wait so long, and you will unashamedly look forward to a ritual which meant nothing to you at home—the serving of piping hot soup on deck in the middle of the morning. Indeed, you might incur the risk of being over-fed on board but for the culinary wisdom which imparts to liner meals a very special grace and quality.

And now I am going to offer a little practical advice. Beware of slogans. A holiday at sea, being the most completely satisfying of holidays, is worthy of careful consideration. How and where you shall go or when you should sail ought not to be influenced by a catch phrase or undertaken at snap judgment. In deciding you should study the essential points of (1) fare and itinerary; (2) ship and speed; and (3) management. The fare is, of course, primarily important, as your entire trip must be governed by what you have to spend. But do not let the size or price of your berth or room be the sole consideration of money expended. You should carefully check the itinerary, and ascertain that the places to be visited are really worth visiting, and that due provision has been made for sightseeing on shore.

As regards the second point, speed is the byword of business, but do you want it in pleasure, especially when you feel its happy moments rapidly slipping by without any extra pushing? Do you want to rush from one port to another with scarcely a breathing space between? As your ship approaches each new gateway to a realm of romance, surely you will want to feel fully rested and with keen appetite for new delights in store. Good management is an obvious desideratum, not only on the ship itself, but in the sightseeing arrangements in and around ports of call.



LUXURY WITHOUT OSTENTATION ON BOARD A P. AND O. LINER: THE SWIMMING-POOL AND CAFÉ ON THE "STRATHNAVER." The "Strathnaver" and "Strathaird" are turbo-electric ships of 22,500 tons burthen. Beginning on May 6, nine luxury cruises are to be made in them (and in the "Viceroy of India"), and these will include calls at Andalusia, Malta, Athens, Istanbul, Sicily, Venice, Dalmatia, the Balearic Isles, Morocco, Algeria, Norway, and the Northern capitals.



THE BED-ROOM OF A SUITE ON BOARD THE S.S. "CARARE": COMFORT ABOARD ONE OF MESSRS. ELDERS AND FYFFES' BOATS, WHOSE CRUISING SPHERE IS THE WEST INDIES.

With Swansea and Avonmouth as "jumping-off" points, Messrs. Elders and Fyffes have planned cruises that include calls at Trinidad, Barbados, and Jamaica—romantic, sun-bathed islands where the pound is still worth twenty shillings!

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Cruise for Aug. Bank-Holiday at same
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Two other Whitsun Cruises by S.S. DORIC (16,500 tons), from Liverpool May 13,
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For complete programme of week-end, 8-, 12- and 14-day cruises from £1 per
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SEA HOLIDAYS: PERFECT CRUISES.



Nelson Line. The fortnightly mail motor-steamers of the Nelson Line from London to Vigo, Lisbon, the Canary Islands, Rio de Janeiro, Santos, Monte Video, and Buenos Aires provide scope for enjoyable holiday-making. They are each of over 25,000 tons displacement, and are famous for their comfort and speed. Nelson lost an arm at Teneriffe, and you will probably leave your heart there if you go, as so many people do, by Nelson liner. And think how spellbound you will be when you enter Rio's lovely bay, with the celebrated

Brazilian port of Para, but there is nothing about the Booth voyage to suggest that you are passing through the Doldrums. Manaus, to which these vessels penetrate, is almost a thousand miles up the Amazon; it has been built with consummate audacity in the midst of the unexplored forest, and you will be given the opportunity to see at close quarters some of the Amazonian wonders—its giant water-flowers, Indian villages, cocoa plantations, macaws, monkeys and alligators, and lovely waterfalls half-hidden in the dense verdure.

Coast Lines. From the deck of a comfortable steamer you see the shores of the homeland from a new angle—an angle revealing their infinite charm—while at the same time you reap full benefit from the health-giving sea breezes. I can imagine nothing more invigorating than a voyage by Coast Lines from Liverpool or Plymouth round to London—unless it is a voyage back to the starting-point! No wonder there is always a great demand for cabins! Cruises from Liverpool to the Scottish fjords are another attractive proposition of Coast Lines.



ON BOARD ONE OF THE NELSON LINE MOTOR-VESSLS WHICH MAKE CRUISES TO SOUTH AMERICA: THE BLACK AND WHITE HALF-TIMBERED VERANDAH, WHICH IS SHELTERED FROM THE WINDS.

The fortnightly mail motor-steamers of the Nelson Line from London to Vigo, Lisbon, the Canary Islands, Rio de Janeiro, Monte Video, and Buenos Aires provide scope for most enjoyable holiday-making.

Sugar-Loaf Mountain looking "perfectly sweet." Imagine with what delight you will find yourself in the great estuary which the geography books call the River Plate, and how much there will be for you to see and marvel at in Buenos Aires—"the Athens of South America."

P. and O. The P. and O. Company present an amazingly attractive programme for this year of cruising grace. Beginning on May 6, nine luxury cruises are to be made by the *Viceroy of India*, *Strathnaver*, and *Strathaird*, all-electric ships remarkable for their great comfort, elegant appointments, dainty cabins, spacious decks, and entire freedom from vibration. Between them they will reveal the delights of Andalusia, Malta, Athens, Istanbul, Sicily, Venice, Dalmatia, the Balearic Isles, the South of France, Morocco, Algeria, Norway, and the Northern capitals—in fact, a great part of the whole gamut of European tourist attractions. For those who are unable to join the "luxury" cruises, there are six P. and O. "tourist class" holidays. To make for £12 a thirteen days' cruise of 3500 miles, with full hotel service and meals in such famous vessels as the *Moldavia* or *Mongolia*, with all the happy experiences which such a trip has to offer, is an extraordinary achievement. Even if you have only a week to spare, there are P. and O. summer trips to Norway and back for as little as £7.

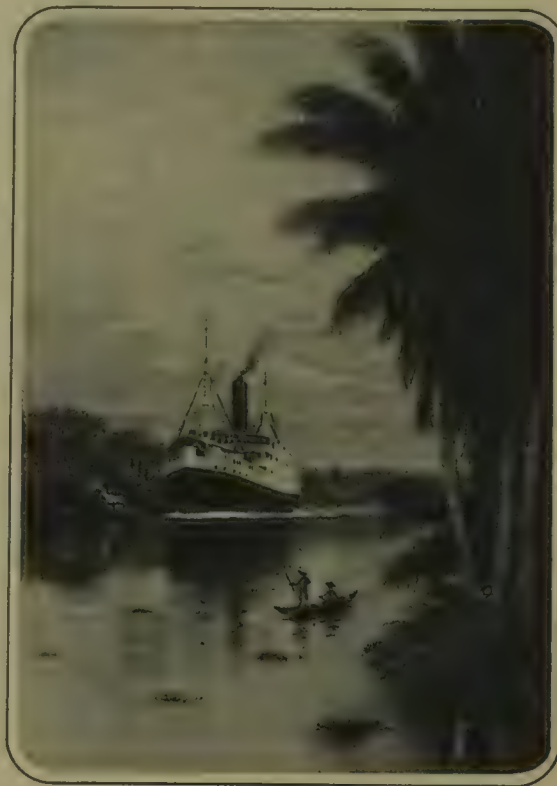
Booth Line. For the trifling sum of 8 guineas the Booth Line will give you a fascinating glimpse of Lisbon, its admirable environs, and its amiable people, and another 10 guineas will secure you tickets for a fortnight, "all found," on the Portuguese Riviera. Within forty hours of leaving Lisbon, a Booth boat will bring you to the garden island of Madeira, where you can indulge your ease in bullock *carros* while being drawn about the steep, picturesque little streets, or climb (by funicular) up to Terreiro, 3000 feet above the sea, whence you can return to earth by toboggan—a thrilling four miles' glide over smooth cobbles. It is over 3000 miles from Madeira to the

B. and N. Line. There is a special charm about the voyage to the Northern capitals, with the glamour and romance of the Vikings around us. Though on pleasure bent, we are none the less lured on by the same abiding love of the sea which inspired those great adventurers. Oslo, Copenhagen, Stockholm, Helsingfors, Leningrad, Reval, Danzig, and Hamburg—all will be seen under the best conditions on the August cruise. Any Tuesday during the summer months you may start on a 4000 miles' sea trip to northernmost Europe, mainly in smooth waters, seeing all the interesting coastal towns of Norway, including Bergen and Trondhjem, the Fjords, the glaciers, the Lofoten Islands, Lapps and their reindeer, and a thousand marvels of which no other country in the world can show the like. The B. and N. Line offer you this thrilling opportunity at remarkably low fares for a period of sixteen to nineteen days. Thanks to this company's enterprise,

Norway has been brought virtually next door to England, for the swift-moving motor-ship *Venus* has reduced the passage to twenty-one hours.

Cunard Line. The Cunard Line are also operating "Round the Coast" excursions from Liverpool to Ireland, Devon, the Channel Islands, Boulogne, the Shetlands, and Scotland. A six days' Whitsuntide cruise to Lisbon and Vigo by the *Carinthia* will be followed by a trip to Gibraltar and back by the giant *Aquitania*. The *Berengaria*, biggest of all Cunarders, will take fortunate August Bank Holiday-makers to Madeira and back; while the *Ausonia* will visit the Scilly Isles, Brest, Torquay, Jersey, Boulogne, and Tilbury. In August the *Carinthia* will again visit Vigo, after spending a whole day and night at Santander; and the *Ausonia* will provide one of the biggest bargains of the season in the shape of a twelve days' cruise to the Norwegian Fjords for 12 guineas.

Elders and Fyffes, Ltd. The itineraries of the far-famed Fyffes fleet, from Swansea and Avonmouth, conjure up visions of fairylands and enchanted islands, golden sands and palm-laden beaches in balmy, tropical seas. They tempt



A BOOTH LINER ON THE AMAZON: A STRANGE CONTRAST BETWEEN THE COMFORT AND SOPHISTICATION OF A "FLOATING HOTEL" AND THE UNRESTRAINED SAVAGERY AND PRIMITIVE GRANDEUR OF THE SURROUNDINGS.

us to the home of the sugar-cane—Barbados. They tempt us to Trinidad, with its trinity of mountain peaks, its dense groves of coconut trees, its fertile fields, and great pitch lake. They tempt us to jewel-like Jamaica, whose happy natives are seemingly always smiling from the sheer joy of living. Step ashore, and you walk straight into the picture-books—lighthearted "darkies," gently swaying palm trees, bright sunshine, cool mountain slopes, colour everywhere. And thank Fyffes for bringing you there!

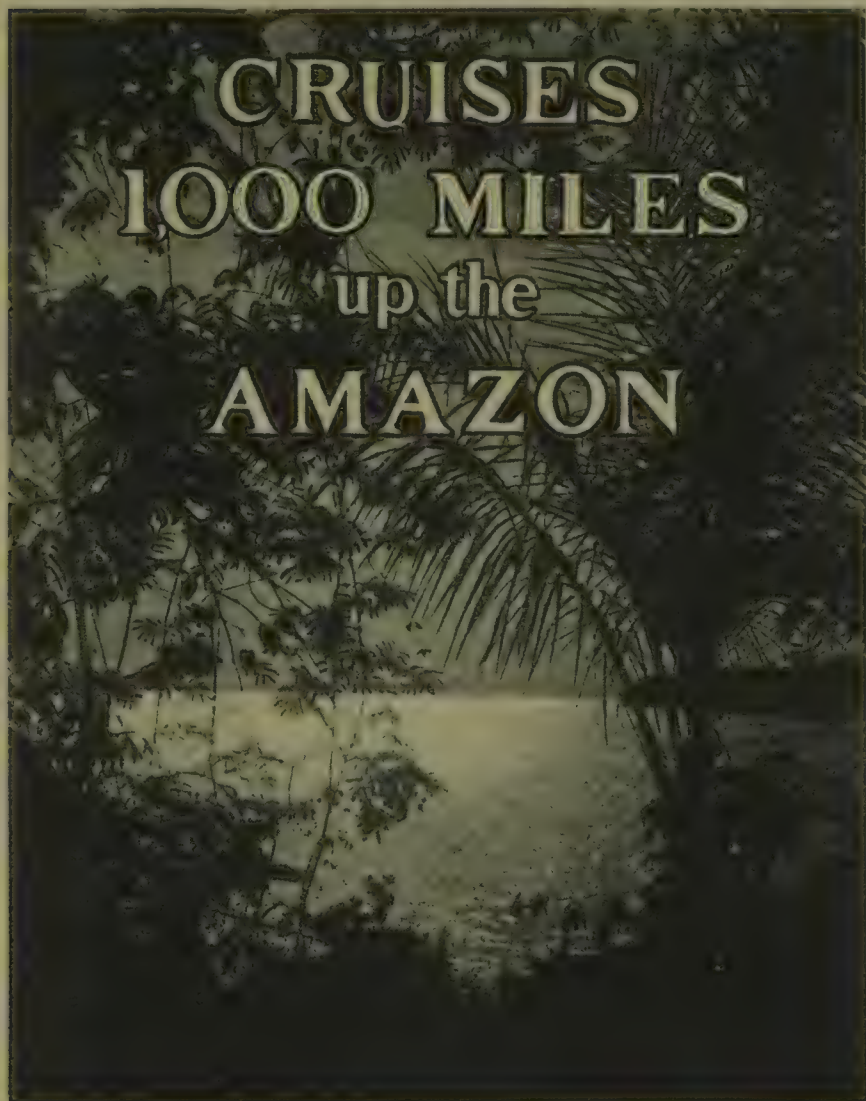
Union-Castle. I have a friend who makes an annual practice of joining one of the Union-Castle Continental holiday cruises. I am sure there must be many like him, for these cruises form a splendid means of seeing something of Belgium, Holland, and Germany, while enjoying all the pleasures of life on the ocean wave. There are fortnightly departures from London to Antwerp, Rotterdam, and Hamburg, and admirable sight-seeing arrangements are carried out in and from those cities. The Union-Castle vessels are renowned for their comfort; the distances covered are not great, and the inclusive fares are remarkably low. For those who want a longer sea holiday there is the special summer tour to South Africa at reduced fares, which the *Kenilworth Castle* will make in August. This is the best time to visit the Victoria Falls, which are accordingly included in the attractive sight-seeing

(Continued overleaf.)



SIGHTS OF THE CRUISE UP THE EXOTIC AMAZON, OFFERED BY THE BOOTH LINE: WEIRD BIRDS AND BEASTS OF BRAZIL.

The Booth liners penetrate as far as Manaus, which is almost a thousand miles up the Amazon. The liner "Hilary," which makes the Amazon cruises, has no inside rooms; while a special ventilating system is fitted for the tropical part of the voyage.



CRUISES 1000 MILES up the AMAZON

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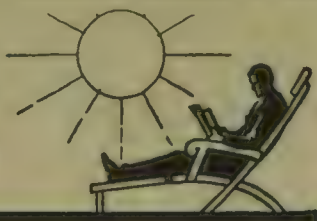
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[Continued overleaf.]

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(Continued.)

like the pearl suddenly glimpsed in an oyster. Let us peep inside on Midsummer Eve! On Midsummer Eve the usually demure streets of Leksand, Rattvik, Mora—to choose a few of the most beautiful Dalecarlian village-towns round Lake Siljan—grow steadily more and more crowded. And, as the maypole-dance in, say, Rattvik, always attracts a certain number of people from towns round about, the costumes to be seen are



SWEDEN AS AN ATTRACTIVE SPRING AND SUMMER CRUISING AREA: A VIEW OF PICTURESQUE STOCKHOLM—"THE VENICE OF THE NORTH."

Photograph supplied by Orient Line.

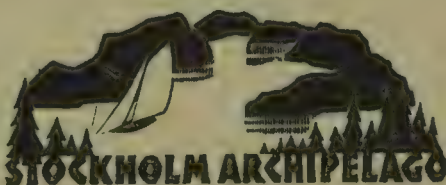
delightfully varied. One might say that a sight such as this, though rare in the traveller's Europe, is not unique. But there is a further pleasant peculiarity to be observed on Midsummer Eve in Dalecarlian streets; for the crowds are *doing*, not watching. There is a certain witchery about the Dalecarlia maypole-dancing, a certain irresistible friendliness about the Dalecarlian, that draws onlookers, even the most staid, into the merry-making circle. People have been seen twirling hand in hand round a Rattvik maypole who in London . . . but enough of that!

And now you will want to know the way to Dalecarlia. There are routes in abundance to Sweden. There is a 34-hour passage direct from Tilbury to Gothenburg. There are numerous short sea-routes and an overland through-carriage route by Hamburg or Berlin, and so across the Baltic by train-ferry to Sweden in about the same time. Finally, there is the air route via Amsterdam; total time, seven hours. Or, if you wish, you can travel via Denmark and Copenhagen. Once in Sweden, fast trains carry you via Gothenburg or Stockholm to Dalecarlia in about twelve hours. One further point. If you cannot manage Dalecarlia by June 23, don't lose heart. For the Dalecarlians wear their gay clothes every Sunday, year in, year out. And finally, a consolation: the pound is still worth 20s. in Sweden. It may even be worth more when you go!

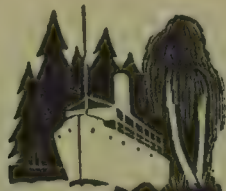
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Dr. Samuel Johnson

WE DON'T KNOW CANADA!

THE trouble with Canada is that it has always suffered from the statistics complex. Statistics, of course, were its principal weapon of offence during its great development boom—statistics of immigration, of wheat production, of bank clearings, of postage stamps sales, of building permits, of the personal wealth of its private citizens, of the tons



THE HON. DR. S. F. TOLMIE, PREMIER OF BRITISH COLUMBIA; A PROVINCE WHICH, BATHED BY THE JAPAN CURRENT, ENJOYS 'A SEABOARD CLIMATE' NOT UNLIKE BOURNEMOUTH'S!

of gold mined—per day or the miles of newsprint made per year. I have even poured out many a statistic myself! Western journalism was that way. Nothing so cheered the ambitious and optimistic citizen of, say, Boosterville, Province of ——— nothing so utterly convinced him that, after all, he was "located" in God's Own Country—as to find daily in the *Boosterville Morning Times* a really digestible mass of local statistics, each with its unerring comparison with the previous year (or "corresponding period," or month, or day) to illustrate how much Boosterville had grown in the meantime. It's a harmless sport, of course, this statistical "racket": but it has rather obscured the issue. It has created in the minds of the people of this country the feeling that Canada is engaged with nothing else but the serious business of developing herself—which implies, necessarily, the hardest of work and no fun. Whereas the very opposite is the actual truth. The insistence, too, upon the fact that Canada is a northern country, and shines at producing those stern and serious commodities associated with hard work, such as wheat, coal, gold, and lumber, rather leads one to overlook the other fact that a very considerable part of Canada lies in the same latitude as Corsica, and produces grapes, peaches, tobacco, and all such frivolous things. And such peaches and grapes, that disdain the necessity of southern walls or greenhouses, but grow alongside the road as you motor through to Niagara!



MONTREAL: A VIEW OF CANADA'S BIGGEST—AND PROBABLY GAYEST—CITY FROM MOUNT ROYAL.

Another nasty knock Canada got from its best friends was the idea that, if you went there in search of the lighter things of life, you went salmon-fishing, or big-game hunting, or something equally inaccessible and expensive. Now, I yield to no one in my pleasure at feeling a good rod in my hand, and a swift, noisy little stream in front of me, and a background of deep, silent forest, and the prospect of a camp supper of beans and bacon; but I could get it in Canada within a couple of hours of the biggest city, and at a cost of a couple of dollars for the annual licence. The thing that must inevitably strike the most casual visitor is that the average Canadian, work hard though he may, enjoys himself hugely when he plays. He enters his recreations with a somewhat boyish spirit and a tendency—especially if he is getting on to middle age—towards jocular "kidding" that may, for want of a better name, be called lightheartedness. The wide range of

climate, from a summer warmer than our own (that, broadly speaking, makes better swimmers than ours) to a winter that blankets all the country in heavy snow, affords plenty of variety. West of the Rocky Mountains they get very little snow; so that Vancouver and Victoria, bathed by the Japan Current, have winter seasons rather reminiscent of Bournemouth's. On the other hand, if you want to see enthusiasm at its intensest, you should see an ice-hockey game in Montreal, in its large, beautiful indoor rink that seats over ten thousand, and is over-filled—particularly towards the climax of the Stanley Cup games—three nights a week! Hockey, the Park Slide Toboggan Club (especially on the night of the "Fête de Nuit," when the slide is illuminated with firework displays), sleigh rides back of the mountain, skating at the Winter Club, badminton, theatres, cabarets, fancy-dress balls—Montreal in winter is one of the gayest cities of the world.

To variety of climate you must add variety of geography, race, and temperament. There are mountain ranges, in the Rockies, beside which Switzerland and the Tyrol must cower; there are historic old cities like Quebec and Halifax, skyscraper cities like Toronto, remote rocky fishing villages down the Gaspé Peninsula, and flowery fragrant places like the Pacific Coast. There are Indians, cowboys (yes, real cowboys who don't come much into the picture, but live shyly off below the horizon), French-Canadian fur-trappers, prospectors who potter round in the wilderness trying to find new gold-mines, and red-jacketed Mounted Police-men. There are palatial hotels of the usual immaculate North American brand; there are small town hotels not so good; there are log-cabin bungalow camps in the woods; there are other places where you must camp out under canvas and eat beans. Men have been known to go thousands of miles to visit Niagara—Canada's best-known tourist objective; but the capital of the Dominion, Ottawa, is not so often visited as it might be. This summer, however, may remedy that, for the Imperial Conference will occasion a lot of limelight for that charming little capital city that houses the Governmental life of the Dominion. From its first settlement, about 1800 to 1854, it was known as "Bytown," named from the British officer By, who constructed the Rideau Canal to afford a means of transporting gun-boats and troops to Lake Ontario in case the Americans ever went to war with us again. (This was in 1832!) But in 1857 Queen Victoria selected it as a compromise between many rival claimants for capital of the province of United Canada; and in 1867, when the Dominion was created, it became, in turn, the Federal capital.

The larger cities of Canada are, one might say, very individualised. They partake, it is true, somewhat of the characteristics of their companion cities in the United States; but no one could ever mistake Quebec, for example, for anything in "the States"; nor could one mix it up, say, with Winnipeg. Quebec rather prides itself on its "quaintness," its old buildings, its steep, narrow streets, its legends of *l'ancien régime*, its proud history; whereas Winnipeg, which has some of the widest streets and flattest environs that ever I have seen, would probably sweep them all away to make room for another Grain Exchange. So, too, might Toronto, if it awoke some morning in a savage mood; for Toronto, the home of a monster University and of a most famous annual exhibition, rather "points with pride" to its modernness.

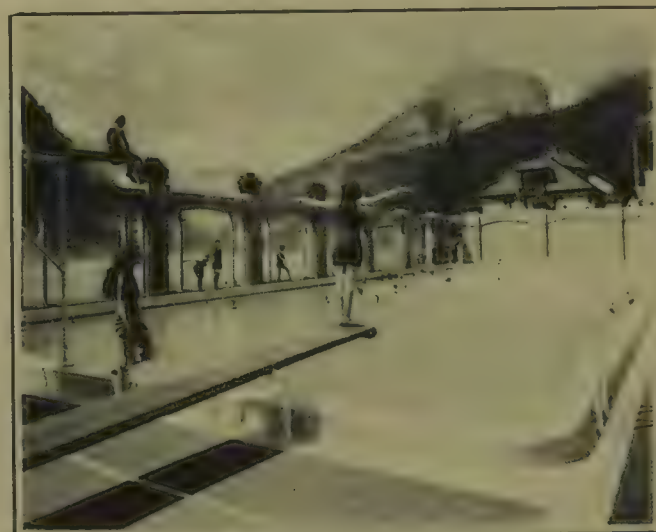
But Montreal, Canada's biggest city, has managed hitherto to blend the old with the new very skilfully, so that the tourist who wants to browse around the historical sections, and to see where the explorer La Salle lived or where Benjamin Franklin set up the first printing press in Canada (to propagandise the Canadians into joining the American Revolution), can be steered that way; while he who wants to talk big finance, or railways, or shipping, or so on, can do so in an up-to-the-moment atmosphere. And as for Vancouver—that charming city on Burrard's Inlet, surrounded by mountains and hydrangeas, and trading in silks, tea, and such-like with the Orient—it is as unlike anything else in Canada as you could think. It has its bathing beaches, its awe-inspiring Stanley Park (where are to be seen some of the tallest, straightest, and oldest trees in the world), its Chinatown, and, above all, of course, its climate.

Between the Atlantic Ocean and the Pacific—between Nova Scotia, where in some none-too-remote parts the older settlers still speak and write Gaelic, and Vancouver Island, where Siwash Indians make mysterious totems and retired English officers grow strawberries—there is an infinite variety of lake, forest, and mountain attraction. British visitors will like Muskoka Lakes, popular summer resort for Torontonians; they will like, too, such backwood fishing centres as French River or Nipigon. The prairies, flat as they are, are not without their



THE UTTER PEACE WHICH BROODS OVER THE SCENERY IN THE ROCKIES: FISHING IN CONSOLATION LAKE.

fascination. The culminating point is the Rocky Mountains region, now one of the most thronged sections of its kind in America. Here, in gigantic "National Parks" that are larger than our counties, are such world-famous centres as Banff, Lake Louise, Jasper, the Yoho Valley, and so on. The last twenty years has seen a remarkable extension of facilities for enjoying the Rockies. Hotels and bungalow camps have been built or enlarged. Motor roads have been constructed, trails made, and transportation improved. And yet, so vast is the region, so well have its beauties and wild life been conserved that, once you step off the motor road, you may run into a glacier, or an Indian, or a



THE DELIGHTS OF THE SWIMMING-POOL WITH SNOW-COVERED MOUNTAINS IN THE BACKGROUND: A SCENE AT CHATEAU LAKE LOUISE, NEAR KICKING HORSE PASS, IN ALBERTA.

mountain sheep. Indoors, the jazz band wails, and dinner-jackets listen to symphony concerts; outside, the lonely marmot whistles up the mountain side, or a big, clownish black bear sneaks up to the kitchen door to steal the remains of your dinner.

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Travel in Soviet RUSSIA

RUSSIA: NEW GROUND FOR THE TOURIST.

THE tourist visiting the Union of Socialist Soviet Republics in the year 1932 will find himself in a position to judge the amazing progress of that great industrialising effort, the Five-Year Plan. Mr. George Bernard Shaw said, *à propos* of his visit to the Soviet Union last year: "Russia is the most interesting country in the world for the traveller, and it grows more interesting from week to week, almost from day to day." Every tourist can visit this vast country and see what Mr. Shaw found so well worth seeing during his tour.

The Soviet Union is a new world in which the modern is rising at express speed out of the ancient. Over one-sixth of the earth's surface are dotted cities wherein Soviet endeavour is now concentrated, and in which the tourist may view the remarkable monuments of the past. These cities, centres of the busy life of the present, reveal ancient architecture which testifies to the antiquity of Russia. Tsarist palaces and palaces of Proletarian Culture are to be observed in the same towns; sometimes in the same street. The achievements of the Five-Year Plan are open for inspection. There are 518 new plants and factories and 1400 new tractor stations, either under construction or in operation. Some of



KOLONCHOFF SQUARE, MOSCOW: A SQUARE ASSOCIATED WITH THREE GREAT RAILWAY TERMINI—SERVING RESPECTIVELY THE FAR EAST OF THE SOVIET UNION; ARCHANGEL AND SIBERIA, AND LENINGRAD AND CENTRAL EUROPE.

these plants are gigantic—Magnitostroi, Kuznetstroi, the Bereznikov works, the Saratov combine, Kharkov tractor works, the Bobrikov combine, Uralmashstroi, and many others which were either wholly or partially completed in 1931. In addition to such gigantic constructions as the Stalingrad tractor works—capable of producing 50,000 tractors a year—and the Dnieprostroi hydro-electric station—the largest in Europe—there are also the huge collective farms open to view by the tourist.

Another tremendous attraction to the tourist is the rich national life of the various republics, which varies from exotic Orientalism in the south to the primitive existence of the Samoyede tribes in the north.

Truly, the Soviet Union is a vast and varied land, its face diversified by boundless forests, great rivers, rolling steppes, sub-tropical gardens, broad lakes, golden deserts dotted with beautiful oases, rugged sea coasts. There are walled cities older than written history, and new cities rising with inspired swiftness from the virgin soil. Yesterday and to-day and to-morrow mingle in the most vitally significant phenomenon of modern times. In this land containing 160,000,000 people, are 182 nationalities and ethnic groups, speaking 149 languages and dialects. Surely, here is created for the tourist a panorama as endlessly changing as a journey round the world! It is easily yours in a few short weeks of fascinating travel.

Millions of roubles have already been spent in improving hotel accommodation, and more is being done every day. New railway equipment is being added and many motor-cars are imported for local sight-seeing. During the next two years eighty-seven million roubles are



A VIEW OF PETERHOF, LENINGRAD, ONCE THE VERSAILLES OF THE TSARS, AND NOW A RECREATION GROUND FOR WORKMEN: THE PEOPLE OF LENINGRAD ENJOYING THE MAGNIFICENT WALKS AND FOUNTAINS.

to be invested in tourist accommodation. In addition to the splendid hotel accommodation now at the service of the tourist, ten huge hotels and three sanatoria will be completed during 1932. A gigantic hotel, Intourist, with 800 bed-rooms, and furnished with every modern luxury, will be erected in Moscow.

In order to simplify the planning of travel in Soviet Russia, Intourist, Ltd., Bush House, Aldwych, London, W.C.2, has prepared fifteen standard itineraries, which may be taken as arranged or in reverse order, giving a choice of thirty tours covering the more interesting parts of Russia, at prices from 25s. per day and upwards.

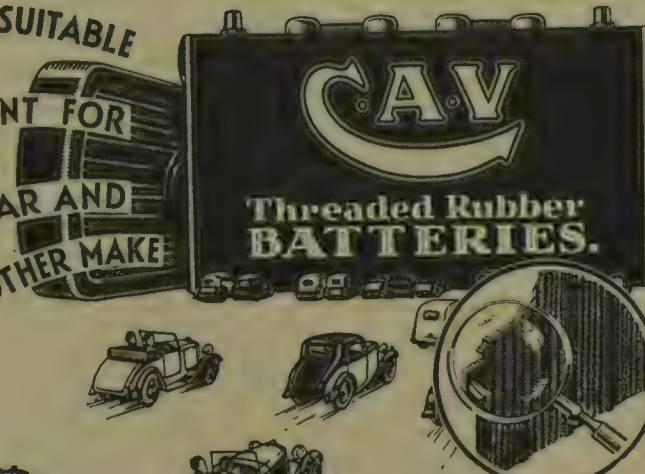
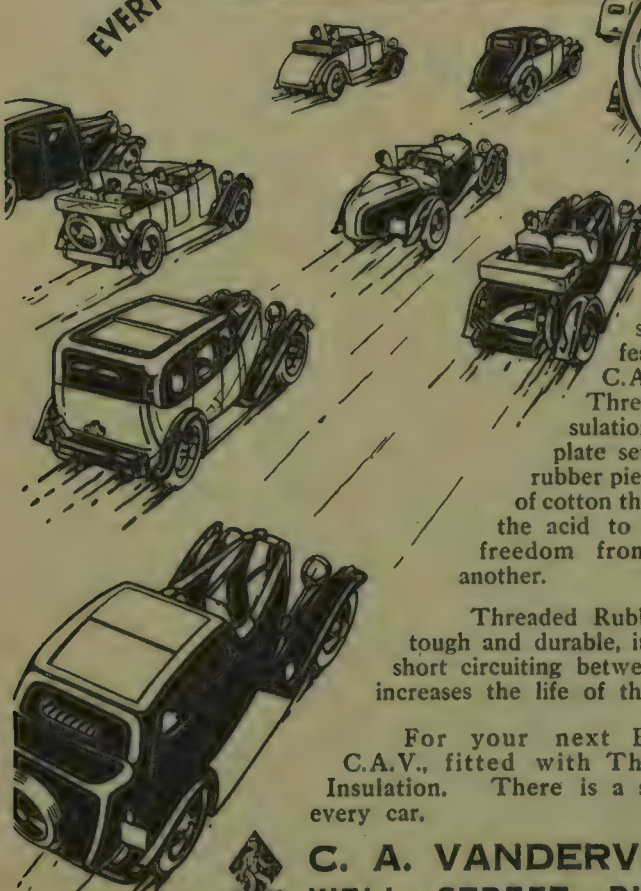
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British Cars : Increased Sales.

There are a large number of the 1932 series of motor-cars now running on the roads of the world. I am glad to say British motor manufacturers have had their share of this year's new car orders. In fact, it was officially announced by the Standard Motor Co., Ltd., of Coventry, that their sales for the month of March had broken every record in the history of the company. One has only to look at the cars on the roads in any part of the United Kingdom to see that a large proportion of the new cars which pass any given point are one or other of the new Standard models. This company was the pioneer of British low-priced six-cylinder cars in the early years of the twentieth century, when the late Mr. (afterwards Sir) Charles Friswell was their principal selling agent in London. To-day, both the six- and the four-cylinder cars are selling well. Enforced economy is compelling a large number of motorists to favour the present range of small four-cylinder engined cars, with their low tax-rating, less insurance premiums, and economical fuel consumption. At the same time, motorists

made to enable a car to be moved in case of fire, perhaps safety devices such as this automatic valve will help to abolish a rather vexatious rule. Locked doors certainly make it more difficult for a car to be stolen or borrowed by a criminal as an aid to his banditry.

England's Wonderful Old-World Gardens.

Summer time came into force last Sunday (April 17), so the extra daylight hours may tempt motoring tourists to visit England's wonderful old-world gardens. All the most beautiful houses and their gardens are open to be visited by the public under the National Gardens

Scheme in aid of the Queen's Institute of District Nursing. The small fees charged to view go to this fund to provide "Angels of Mercy" in every township and parish of this country. In the list issued for England and Wales by the organisers of this deserving cause there are about 1000 gardens which their owners are allowing the public to visit and see their beauties, on various dates from now on to the middle of October. The number of these exceeds that of last year and practically provides a good reason for a motor run in every part of the United Kingdom. Thus, by the permission of his Majesty, the gardens of Sandringham will be open from May 4 every Wednesday and Thursday, from 11 a.m. to 4.30 p.m., during the absence of the King and Queen. The charge for admission is only 6d., while most of the other gardens charge 1s. The Princess Royal and the Earl of Harewood also open their gardens at Harewood House on July 6 to the public. Earl Howe is another of the Peers whose gardens are well worth seeing by tourists in the neighbourhood of Wycombe and Beaconsfield. But, as I believe a list and the dates on which the gardens are to be seen can be obtained from the Secretary to the District Nurses Fund, 1a, Henrietta Street, London, W.1, readers interested can apply there. The list is too voluminous to publish its full particulars here, much as I should like to.

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Four-Cylinder 10-h.p. Austin.

Sir Herbert Austin and his engineers deserve many thanks for introducing the new "Ten-Four" Austin saloon in time for the Whitsun holidays. This

THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

their cars unattended, so that stealing them is easy for criminals. Already questions have been asked in Parliament in regard to the regulations which compel owners to leave the cars so that they can be moved when unattended. Doors must not be locked, or, if so, the window of a saloon must be lowered to permit a parking attendant to be able to move the car by releasing the hand-brake and steer the vehicle, even if he cannot enter it. As this regulation was originally

£10 tax per annum carriage is a full-sized family car with nice flat floor-boards, no wells, very low centre of gravity, and seating its four passengers inside the axles. I think that it will prove a regular "world beater," as it is full of niceties. For instance, six-volt electrical equipment is provided. A simple matter, but most important for service in any part of the world where you may be. All U.S.A. cars have six-volt circuits for the same reason, and now wise British makers realise the importance of such standardisation and are scrapping twelve-volt circuits in their latest models. Wide doors and real leather upholstery, also silent four-speed twin-top gear-box and rubber-cushioned silent bloc three-point suspension of the engine, are other instances of this care in



THE NEW IMPROVED FORD CAR ON THE ROAD: A MODEL WHOSE HANDSOME LINES AND DISTINGUISHED APPEARANCE HAVE ALREADY ATTRACTED FAVOURABLE ATTENTION.

details to make riding and driving this new model simple, soft-travelling, and safe. A handsome appearance, with four wide doors and a sunshine sliding-roof, safety glass and bumpers, are further attractive qualities. The rear petrol-tank holds six gallons, with its gauge on the dashboard in sight of the driver. A petrol pump driven by the engine feeds the U-type of Zenith carburetter. This car has wire wheels with Dunlop 4 in. by 19 in. tyres and semi-elliptic front and rear springs fitted with shock absorbers. Finally, a combined air strangler and throttle control on the steering-wheel complete the equipment of Sir Herbert Austin's latest "masterpiece." A typical saloon will be found illustrated at the bottom of this page.

As for the past two years, the small-course golf professional championship was played over the miniature links of that very popular hotel, the Palace, Torquay. With his usual generosity, Mr. G. W. Hands, the proprietor, put up £300 in prize money, and this was competed for on April 19, 20, and 21 by thirty-two of England's leading professionals, including Abe Mitchell, Ted Ray, Archie Compston, George Duncan, Leslie Cotton, P. L. Renouf, Arthur Havers, C. A. and Ernest Whitcombe.



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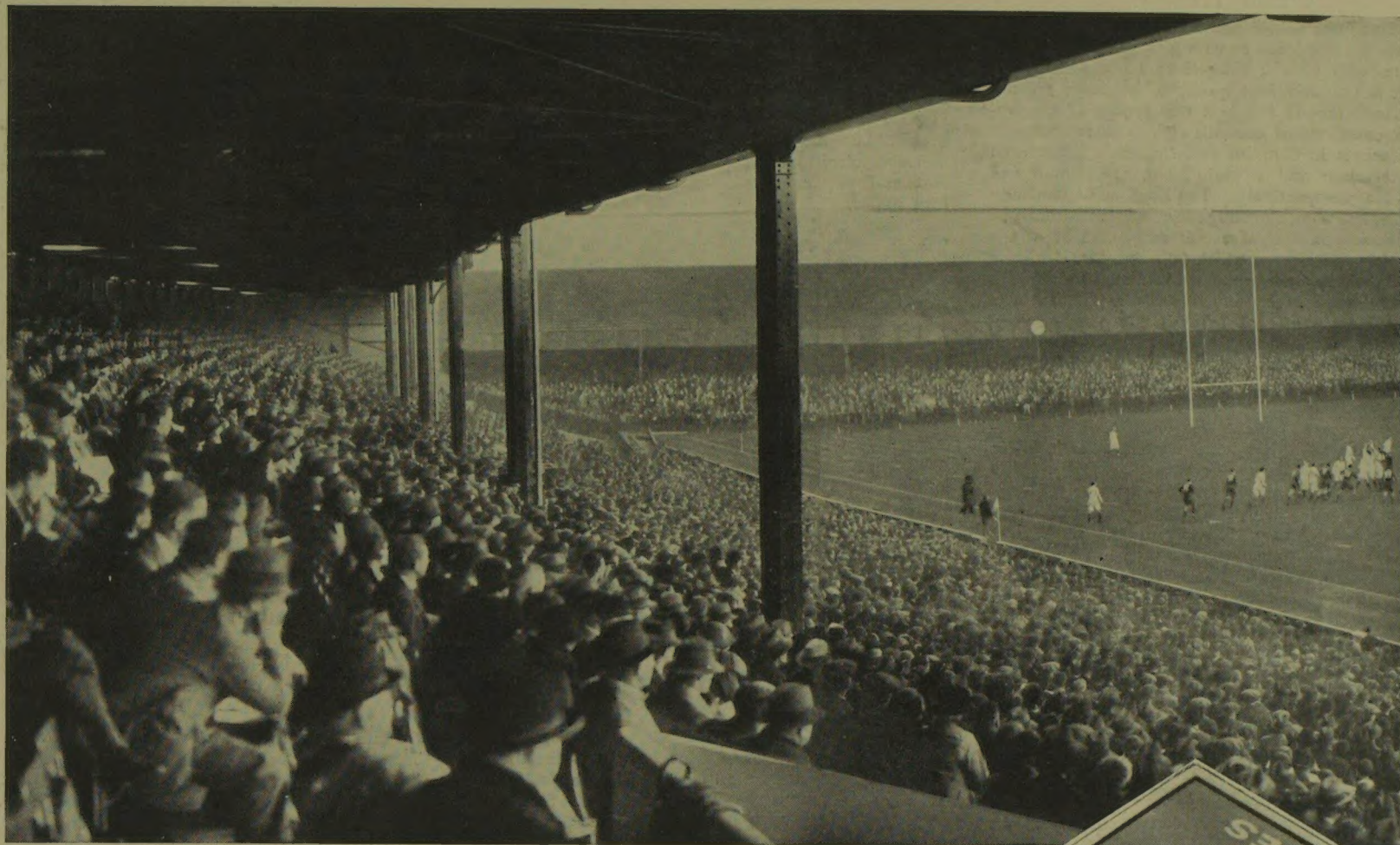


TOURING IN THE COTSWOLDS: A 10-25-H.P. ROVER SALOON PICTURED IN A DELIGHTFUL SETTING AT BROADWAY.

in England who can afford the extra cost of six-cylinder cars gladly buy them for the extra power and larger coachwork which they have. This period of the year always shows a large increase in new car registrations. Nottingham, for instance, issued no fewer than 1016 licences on the Thursday before Good Friday, a record for one day's business for that city.

Petrol Safety : New Device.

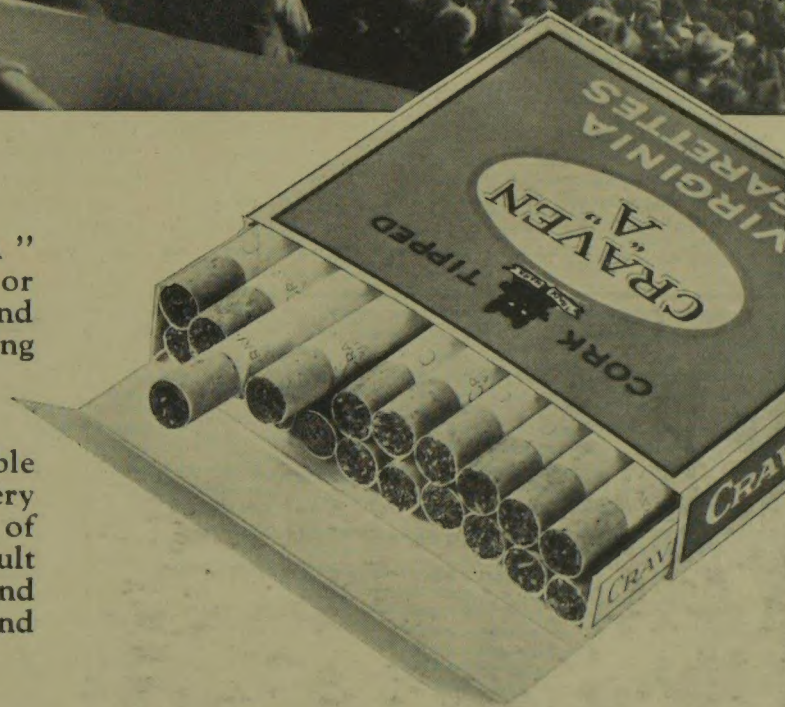
Owing to the number of cars being set on fire in recent crashes, a device for automatically cutting off the petrol supply in case of fire has been brought to the notice of motorists. This valve, styled the "Thermova," can be fitted in the petrol feed-pipe near the carburetter. It carries in its head a fusible metal cap supporting a valve under spring tension. Immediately the flames touch the cap, the valve is released, so shutting off the carburetter from all further supplies of petrol. This cap can be renewed after any fire, so enabling the valve to be reset for action to continue its safeguarding. This is an easy job and only takes a few minutes. The "Thermova" automatic valve is sold at 15s. 6d., including a supply of spare metal caps. Its makers claim that it can be fitted to any type of car, and it will only cut off the fuel supply in the case of fire, so there is no risk of the petrol feed being deprived of its fuel except at such times. Insurance offices are raising the question that motorists must check the carelessness in leaving



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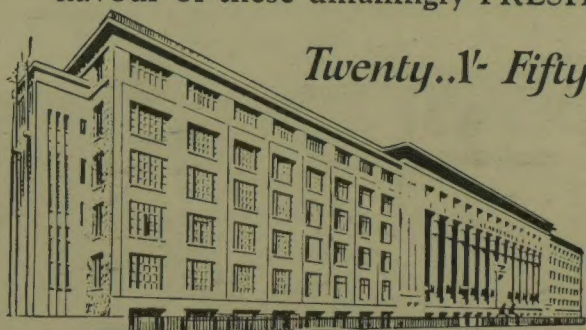


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THE WORLD OF MUSIC.

A NEW PIANIST.

THE last Courtald-Sargent concert of the present season introduced to us a new pianist, Vladimir Horowitz, who proved himself to be a virtuoso of the first rank. His best qualities, however, did not reveal themselves in the first two groups of his programme, consisting of Busoni's arrangement of Bach's Organ Toccata in C major and Brahms's Intermezzo in E flat minor and C major, Op. 118 No. 6 and Op. 119 No. 3 respectively. The Bach was technically admirable, but unexhilarating; the Brahms Intermezzo were curiously inconclusive and empty. But of the Liszt Sonata in B minor, which followed, Mr. Horowitz gave a magnificent performance; in fact, I have never heard this work more effectively played. It is a strange composition, because from one point of view it is entirely "fake"; that is to say, there is not one spontaneous bar in the whole sonata, which is all deliberately and artfully contrived for histrionic effect by that arch-priest of dramatic posing, Franz Liszt. Most pianists make this music sound meretricious by bringing a too human emotion to it which shows up its lack of any true warmth. Mr. Horowitz did not make this mistake, but was as cool and deliberate and controlled as the composer, calculating every effect with such nicety that the result was remarkable. The same pure musicianship and technical perfection made Chopin's Barcarolle Mazurka in C sharp minor and Etude in F major, Op. 10, sound brilliantly satisfying, but perhaps it was in the Brahms "Paganini" Variations that Mr. Horowitz gave most pleasure, for here his magnificent technique and elasticity of rhythm got most chance to make themselves felt. Altogether Mr. Horowitz must be considered as the best of the younger generation of pianists that has been heard in London during recent years.

PROKOFIEV AT THE QUEEN'S HALL.

After Stravinsky, I have always considered M. Serge Prokofiev as the most talented of contemporary Russian composers, but we have not heard much of his music in recent years. The success, therefore, of his performance of his own Pianoforte Concerto No. 3 in C, which he played at the last B.B.C. Symphony Concert, with Sir Henry Wood, ought to result in our hearing some of his later works, such as his third

symphony, which has not yet been played in London. There was no mistaking the warmth of his reception on this occasion, or the real enjoyment by the audience of his concerto. It is a thoroughly fresh, spontaneous, and delightful composition, in a very personal idiom, and although it is "modern" in harmony and texture, yet the craftsmanship is excellent and the writing so lucid that it is readily accessible to the ordinary musical public. Prokofiev himself is a first-rate pianist, like most of the pupils of the old Moscow Conservatoire, and he played his concerto with a zest and piquancy thoroughly characteristic of his own music.

The rest of the programme consisted of Elgar's Symphony in A flat, Welch's "Oberon" Overture, and the Russian composer Klenovsky's arrangement for orchestra of Bach's Toccata and Fugue in D minor. The orchestra was in very good form, and Sir Henry Wood gave a rendering of Elgar's Symphony which avoided the over-emphasis which makes some parts of this work sound perilously near bathos.

THE PLAYHOUSES.

"THE DUBARRY," AT HIS MAJESTY'S.

SAVE for a few dull patches, mainly in the second act, this is a delightful operette. Herr Carl Millocker's music is so stirring and melodious that on the first night even those in the stalls forgot their usual air of icy aloofness and hummed the songs during the intervals. The comedy is bright, the book plausible, and the lyrics frequently witty. Fräulein Anny Ahlers, with a vivid mop of red hair and a most seductive smile, not to mention an occasional audacious wink, fascinated the audience. If the Dubarry was indeed such a woman, one pardons the morals of Louis XV. and applauds his taste. The story is more or less vouched for by the theatre historian, and tells how Jeanne fell in love with and became the mistress of a poor poet. Suspected, unjustly, of infidelity, she is cast off by him, and she seeks refuge in a *maison de tolérance*, from which she is rescued by the Comte Dubarry, who offers her marriage. This scene is an extremely daring one, and even though passed by the Censor might well be toned down by the management for the better appreciation of audiences less sophisticated than first-night ones. The second act shows how Jeanne,

refusing to help the Comte in cheating at cards, is sold by him to the King. She grows to love him, and when the poet would return to her, rejects him, and the curtain falls to her singing "I Gave My Heart to a Man," while in the King's arms. Comedy that keeps well within the picture, but is nevertheless extremely amusing, is supplied by Miss Clarice Hardwicke and Mr. Charles Heslop. Mr. Heddle Nash sings superbly as the poet, and with some speeding-up, and certain cuts in the second act, this should have a long run.

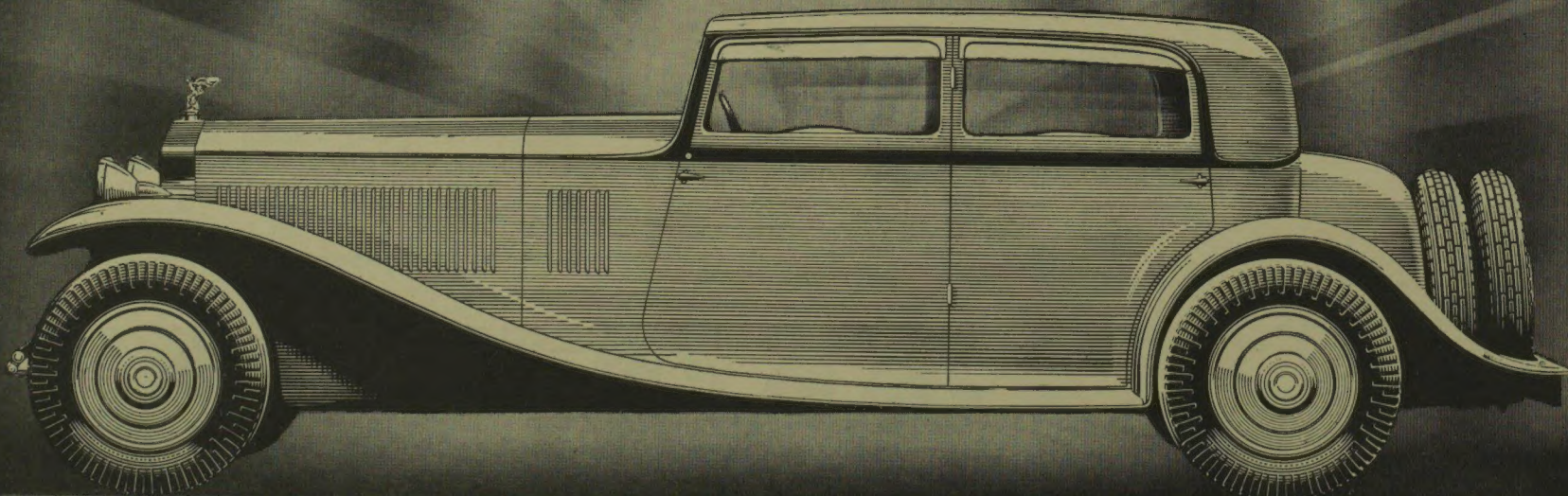
"THE MIRACLE," AT THE LYCEUM.

Much advance publicity had deprived first-nighters of the element of surprise, but there was still a big thrill left when the transformation of the Lyceum into the resemblance of a cathedral was seen in the flesh—or, rather, in the plaster. The effect was amazingly dignified and impressive. It is easy to understand why "The Miracle" created the sensation it did when presented at Olympia in 1911, for, despite the vast strides made in mass productions during the past twenty years, Professor Reinhardt's effort still ranks as a masterpiece. His lighting, sense of colour, and handling of crowds have yet to be equalled. Tilly Losch made a moving figure of the novice who, at the moment of taking her vows, falls in love with a handsome knight and flies with him into the world, where the evil influence of the Spielmann (superbly mimed by Leonide Massine) led her from one lover's arms and from one tragedy to another. Diana Manners (one follows the programme) was as gracious as she was beautiful as the Madonna, and remained almost unbelievably immobile during the first and greatest scene in the play—the interior of the cathedral. This is a production that is the talk of London.

The successful new play, "Faces," at the Comedy Theatre, introduces an authentic beauty parlour on the stage, which adds greatly to the general interest for every feminine member of the audience. Miss Jane Baxter has had real lessons in beauty treatments from the well-known firm of Phyllis Earle, in order to make her really proficient when she plays her rôle of a beautifier. The beauty parlour on the stage is based on the salons of the Dover Street house, even complete with artificial sun-ray in each cubicle. An expert from these salons supervised the "making-up" on and off the stage during rehearsals.

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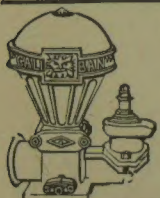
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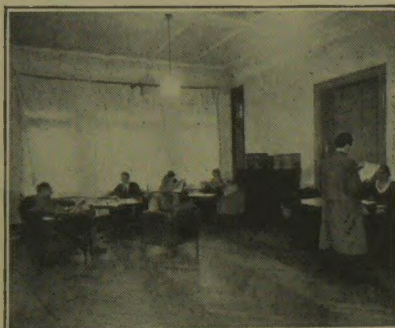
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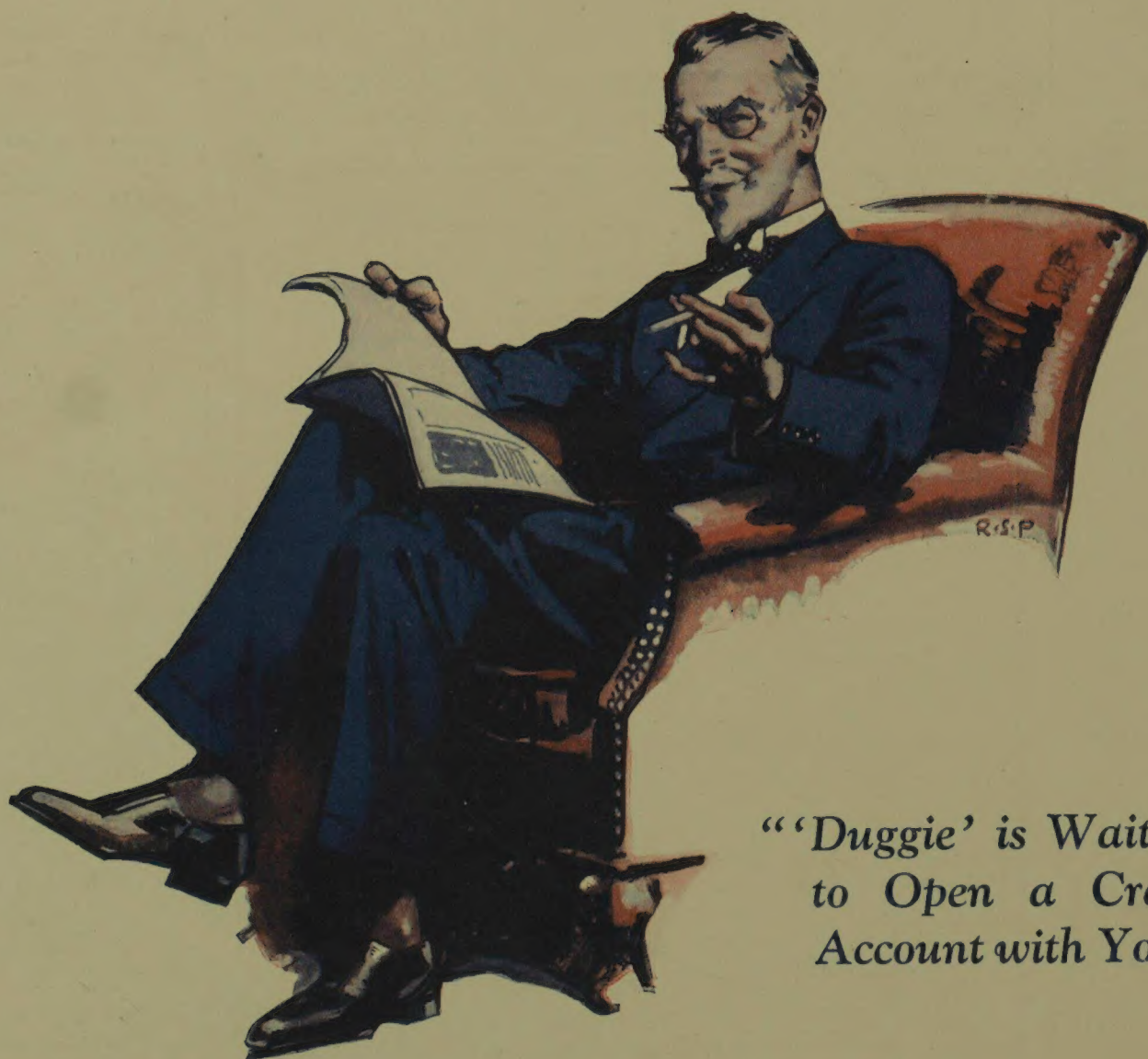
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